

CAMBRIDGESHIRE COUNTY COUNCIL  
COUNTY PLANNING COMMITTEE

DRAFT DEVELOPMENT PLAN

Notes on the Town Map for  
the City of Cambridge.

SEPTEMBER 1951

CAMBRIDGESHIRE COUNTY COUNCIL

COUNTY PLANNING COMMITTEE

Report of the Town and Country Planning  
Committee accompanying the Draft Town  
Map for the City of Cambridge.

September, 1951.

CORRECTION - FORM OF THE REPORT

It has been suggested that the form of this Report would be improved if the City Council's observations could be printed on the left hand page opposite those of the County Planning Committee. This has now been done and to make it clear the City's observations are printed in colour.

This amendment forms an addition to the Report as originally prepared, which still contains the City's observations printed as Appendix II. Appropriate cross references are made to this Appendix.



## CAMBRIDGE TOWN MAP

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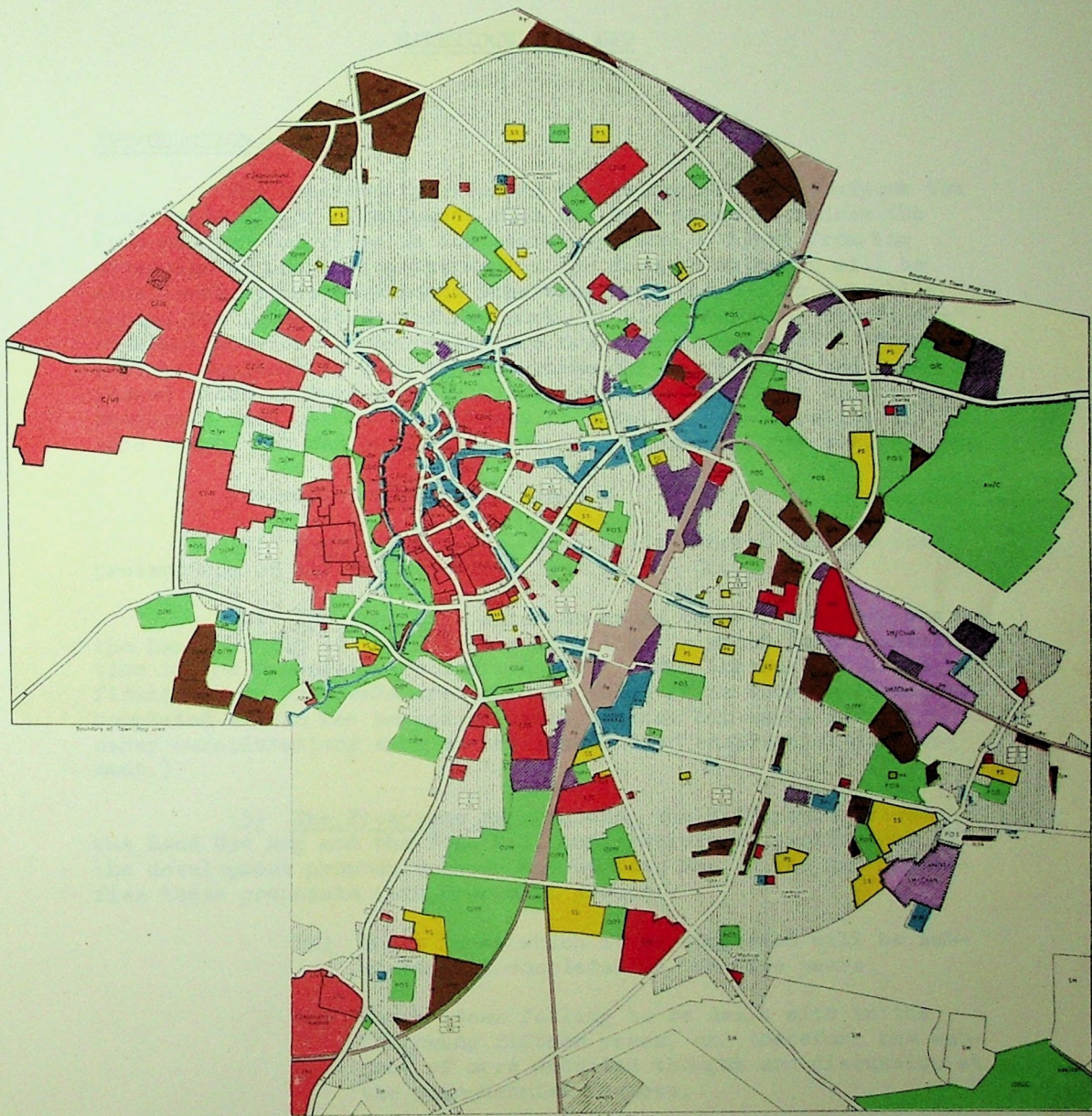
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## CAMBRIDGE - TOWN MAP

COMPREHENSIVE DEVELOPMENT AREA

DESIGNATION AREA

AREAS PRIMARILY FOR INDUSTRIAL USE

AREAS PRIMARILY FOR BUSINESS USE - B<sub>1</sub> SHOPPING USE - B<sub>2</sub>

CAR PARKS - P BUS STATIONS - B

PUBLIC OPEN SPACE

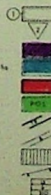
TRUNK ROADS (DIAGRAMMATIC)

OTHER PRINCIPAL TRAFFIC ROADS (DIAGRAMMATIC)

AREAS PRIMARILY FOR RESIDENTIAL USE

AREAS OF DIFFERENT CROSS POPULATION DENSITY

AREAS OF DIFFERENT CROSS POPULATION DENSITY



AREAS FOR CIVIC, CULTURAL & OTHER SPECIAL USES

AREAS FOR CIVIC, CULTURAL & OTHER SPECIAL USES

AREAS FOR CIVIC, CULTURAL & OTHER SPECIAL USES

AREAS FOR CIVIC, CULTURAL & OTHER SPECIAL USES

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AREAS FOR CIVIC, CULTURAL & OTHER SPECIAL USES

WATERWAYS OF TRAFFIC IMPORTANCE

OTHER LAND COVERED BY WATER

WATERWORKS

SEWERAGE DISPOSAL WORKS

LAND FOR RAILWAY PURPOSES

AREAS FOR LOCAL AUTHORITY SMALL-SCALE BUILDINGS

AREAS FOR LOCAL AUTHORITY IN STATUTORY UNDERSERVED USE

AREAS ALLOCATED FOR SERVICE DEPARTMENTS

SURFACE MINERAL EXPOSURE

AIRFIELD

NOTE: WHERE THE PRECISE LOCATION OF A BUILDING IS NOT KNOWN THE APPROXIMATE LOCATION IS INDICATED BY A SQUARE

WATERWAYS OF TRAFFIC IMPORTANCE

OTHER LAND COVERED BY WATER

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AIRFIELD

NOTE: WHERE THE PRECISE LOCATION OF A BUILDING IS NOT KNOWN THE APPROXIMATE LOCATION IS INDICATED BY A SQUARE



COUNTY OF  
CAMBRIDGE



DEVELOPMENT PLAN  
1952

PLANNING DEPARTMENT  
COUNTY HALL - CAMBRIDGE

Scale: 4 inches to 1 mile

Date: 30<sup>th</sup> Sept. 1951

Reference No. 335/1951

County Planning Officer



## CAMBRIDGE TOWN MAP

### INTRODUCTION.

The opportunity afforded by the decision to postpone the submission of the Development Plan has been taken to redraw the Town Map for Cambridge in its Statutory form. Apart from the advantage of presenting the map in the form in which it will be considered by the Government Department and the public generally during the later stages of the work, it also indicates the "scale" at which some of the proposals are now to be considered. When read in conjunction with the Programme Map which gives the suggested order of Development it becomes clear that many of the proposals need not be the subject of detailed consideration at this stage, but can be left to future quinquennial reviews.

The maps now produced are:-

- (1) The Land Use Map, showing in general outline the present use of all the developed land in the City.
- (2) The Town Map, which in broad terms represents what the Land Use Map of the City may look like in about twenty years time if the proposals are carried out. (For the sake of clarification some proposals are included which it is known will not be completed within the period of twenty years, but which govern other considerations such as the location of residential development.)
- (3) The Programme Map, showing the difference between the Land Use Map and the Town Map, and, therefore, picking out all the development proposals shown on the Town Map. The map classifies these proposals into four main groups:-
  - (a) Those items which it is suggested will be substantially completed in the five years.
  - (b) Those items falling to be dealt with in the following fifteen years, and therefore the subject of more detailed thought and discussion at the quinquennial reviews.
  - (c) Those items which are included for purposes of clarity at this stage, but which it is not anticipated will be commenced until after twenty years.



- (d) The fourth group is confined to items such as private residential development where a freedom of choice is desirable and, therefore, the rate of development of any one area cannot accurately be forecast. It is assumed that the development of most areas could be commenced at any time, but that all will be substantially completed within twenty years.

(4) Comprehensive Re-development Maps of (a) The East Road Area and (b) The Lion Yard Area, which set out the requirements of the Minister justifying the selection of these particular areas and delimitating the boundaries.

#### Form of Report.

To assist those who have followed the discussions on the Consultants' Proposals through the Consultative Committee and the City Council's enlarged Public Works Committee, the observations and decisions of the County Planning Committee follow the same order and adopt the same subject headings as those used by the two Committees. To make this Report complete in itself the two earlier Reports are attached as appendices and cross-references made to the appropriate sections of those Reports.

It is appreciated that the Statutory form of the Development Plan may at first be difficult to follow. It is, therefore, proposed to prepare as soon as possible an appendix to this Report in the form of a series of maps, reduced in size, each map devoted to a separate Use or Service, together with a more detailed Schedule of the sites and their areas. It is emphasised that this appendix will be supplementary and will in no way affect the proposals in the Plan.

#### Consultation and Observations.

The Consultants' Report was widely circulated and the Planning Committee received a large number of observations thereon. Many of these were summarised and included as an appendix to the Report of the Consultative Committee. The City's observations were likewise circulated to those interests whose previous comments might be affected by the revised suggestions. In all over 120 views were received, some were given under confidential cover and one included a detailed report by an eminent Planning Consultant.

Since the publication of the Report in 1949 the Planning Department has continued the investigation and survey work, resulting in more detailed and recent material being available to the Committee. From this material it is now becoming possible to appreciate the changes that are taking place in many aspects of the life of the City. This continuing work will form the basis of the quinquennial reviews of the Development Plan.

The decisions of the Planning Committee have, therefore, been taken in the light of all the information available to them.

#### Written Analysis.

When the Development Plan is submitted to the Minister it will be accompanied by a Written Analysis. This document is similar in form to the Consultants' Report and contains an examination of the Survey material and the problems emerging therefrom, followed by a consideration of the possible solutions. The opportunity is, therefore, given in the Written Analysis of including for the consideration of the Minister and the public generally alternative proposals to those included in the Plan itself. It is the intention of the Planning Committee that full use will be made of this opportunity. The Written Analysis will also include in more detail those matters which cannot clearly be shown on the Town Map, of which traffic circulation is an example.

#### Public Inquiry.

In selecting the particular proposals for inclusion in the Plan the Committee have been influenced by the fact that although some of the proposals do not meet the views of the City Council they have in some cases been widely supported by other interests, and it would appear desirable to the Planning Committee to use the opportunity of the Public Inquiry for the fullest possible discussion by including those proposals which on the evidence now before them the Committee feel best able to justify.



## CITY COUNCIL'S OBSERVATIONS.

### 1. Size of Cambridge.

(a) 100,000 as the ultimate population for the Borough may be desirable, but it is suggested that it cannot be maintained. The Committee deprecates as impracticable any attempt to fix a rigid limit for the population either in the Borough or in the larger area of urban Cambridge, but agrees that control should be exercised over the introduction of new industries.

(b) The Committee does not agree with the principles contained in paragraph 285 and feels that as decentralization of Government administration is National policy, it accepts the fact of the recognition of Cambridge as a centre for Regional Government.



OBSERVATIONS AND DECISIONS OF THE COUNTY

PLANNING COMMITTEE.

Para. No.  
in Con-  
sultants'  
Report.

Page No. of  
City Council's  
Observations,  
Appendix II.

General

The following observations and decisions of the County Planning Committee follow the order of the Consultative and City Reports given in Appendix I and Appendix II respectively. The basic assumption is that the County Planning Committee accepts the Consultants' recommendations except as amended hereunder or as amended in matters of detail on the appropriate maps.

272-287    Size of Cambridge.

Page 3.

The observations received from those Government Departments principally concerned indicate that they are in agreement with the principle of slowing down the rate of growth of Cambridge and consider that the population of 125,000 for Urban Cambridge should meet the foreseeable needs.

Para. 1(a)

It has been represented to the Committee that an attempt should be made to spread the growth of Urban Cambridge over a wider area of the County. Although desirable, this is a matter more dependent on social habits than planning policy and under present conditions would be difficult to implement. The Planning Committee consider, however, that the relative growth of the City and the surrounding villages is a matter requiring early study with a view to unifying the rate of growth over Urban Cambridge as a whole.

The Planning Committee are in agreement with the City Council in accepting Cambridge as a centre for Regional Government. They would not wish, however, to see any substantial expansion of the present arrangements and in particular would deprecate the transference of a Government or Service Department to Cambridge unconnected with Regional or Local Government.

Para. 1(b)

## CITY COUNCIL'S OBSERVATIONS.

### 2. The Provisional Boundary.

With the exceptions mentioned below, the Committee approves of the provisional boundary suggested by the Consultants beyond which development would not normally be permitted, while the population remains below 100,000.

The exceptions are:

(a) North West and North of Borough: In the Committee's view the boundary should follow the present borough boundary from Huntingdon Road to Histon Road and thence to Kings Hedges Road.

(b) East of Borough: The area south of Marshall's Aerodrome north-westwards from Rosemary Lane should be open for development subject to any restrictions of the Air Ministry or Ministry of Civil Aviation.

(c) That the green "wedge" between the village of Cherry Hinton and present borough development should be omitted and the area opened for development.

(d) That the Ventress Farm Area should be open for development. (Councillor H. D. R. Ridgeon did not vote.)

### Sites Recommended for Residential Development.

The Committee has the following observations on the sites recommended for housing in Table 10B and shown on Map No.33:

West Cambridge (50 acres): Too small to be developed as a proper unit, difficult to drain and no shopping facilities available in the area.

Histon Road (34 acres): The land proposed now forms part of allotment land which is fully utilised and the proposal cannot be reconciled with the desirability of preserving a rural belt between the Borough and Histon.



299,300, The Provisional Boundary.  
304.

Page 3.

A provisional boundary showing the limit beyond which building development should not be permitted was an important feature of the Consultants' Report. The statutory Town Map, however, has no provisional boundary of this nature and the limit of development is denoted by the land uses shown thereon.

The County Planning Committee have accepted the City Council's suggestion regarding the North Western boundary and have extended the developable area to the line of the proposed northern by-pass.

Para. 2(a)

The Planning Committee consider that the open area between Cherry Hinton and Cambridge proper, stretching from Marshall's Airport to the Gog Magog Hills, is an integral part of the Plan, and they are unable to agree to the allocation of parts of it for residential development. The land will, however, be fully used for public purposes, including schools, allotments and open spaces, all of which would have required an allocation of space within the Town Plan. It would appear from recent appeal decisions that the Minister of Local Government and Planning favours this proposal.

Para. 2(b),  
(c) and (d)

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The Planning Committee agree that there should be no differentiation between land reserved for residential development by private enterprise or by the Local Authority.

Consequential upon the above changes and certain other minor amendments there has been a re-calculation of the areas available for residential use. It is now possible to carry within the amended boundary a population of about 107,000. It is not anticipated that the population of the City will greatly exceed 100,000 in the next 20 years, particularly if a policy of considering Urban Cambridge as a whole is adopted.



### CITY COUNCIL'S OBSERVATIONS.

Cam Causeway (25 acres): The Ring Road would be adjacent to this site and its development would cause traffic difficulties. Suggested that the area could be developed better as an industrial site.

Hills Road (Red Cross) (32.5 acres): This site is not now available.

It is suggested that all these sites are unsuitable for large scale development, and that the alternative site on the north side of Arbury Road should be developed, where approximately 2,000 houses could be erected with welfare centres, churches, shops and small open spaces.

In connection with Table 10C (sites recommended for early development by private enterprise) the 63 acres allocated does not appear to be nearly sufficient and further sites including the 50 acres (West Cambridge) and land south of the town should be made available for private development.

With regard to the proposal to develop small areas of land for Corporation housing on either side of Sedley Taylor Road, it is considered that this is undesirable development.

### 3. Policy on Industry.

The Committee agrees with the recommendation in paragraph 294 regarding the reservation of a number of sites in different parts of the town, both developed and undeveloped, for service industries, i.e., small factories, warehouses, workshops and storage yards, but considers that notwithstanding such reservation existing industries should be permitted, if necessary, to make approved extensions to their existing premises, although by doing so they may utilise land or an area now zoned for residential purposes.

299,300,     The Provisional Boundary (cont.)  
304.

Page 3.

It is assumed that the City will soon turn its attention to the urgent problem of the large number of houses considered as unfit and incapable of being made fit at a reasonable cost. The effect of re-developing the congested areas would be to lower the density and, therefore, the population in those areas, leaving a surplus to be housed in other parts of the City. It is unlikely that this task will be completed within the period of the Plan and it seems wise to leave sufficient space for this readjustment. It is therefore suggested that certain areas allocated for residential development should be programmed beyond the 20 years period, but the precise definition of the lands so affected be left until after the detailed layouts for the areas in question have been worked out.

The statistical aspect of this important question is dealt with more fully in Appendix III, which also includes the revision of Table 14 in the Consultants' Report.

284,288-     Policy on Industry.  
290,294,  
295,310.

Page 4.

The Planning Committee are in general agreement with the City Council on the Policy for Industry, provided that "approved extensions" referred to in the third line of page 6 implies extensions within the general principle of slowing down the rate of growth of Urban Cambridge. A substantial expansion of any one of the larger industries in Cambridge would be a negation of this principle and would only further add to the present difficulties.

The question of whether a particular industry should be allowed to expand on to "land or an area now zoned for residential purposes" cannot properly be included in the Development Plan, nor would it be wise in the Planning Committee's view to convey that impression to the



CITY COUNCIL'S OBSERVATIONS.

As to paragraph 295, the Committee has no observations regarding the sites to be made available for small industrial undertakings, excepting that it does not agree with the proposal to use a site off Brooklands Avenue for this purpose. The Committee considers that light industrial undertakings should have the opportunity of securing sites adjacent to the main by-pass roads and not only near the railway as proposed in the Consultants' Plan.

The following additional areas are recommended for reservation as industrial sites:

- (a) Land between the Cambridge and St. Ives Branch Railway and houses at the rear of Lovell Road.
- (b) Further land between the Railway and houses in Green Park Estate.
- (c) Land adjoining Cam Causeway.
- (d) Land off Coldham's Lane near Rosemary Lane.
- (e) Although outside the Borough Boundary a portion of the land lately used for the U.S. Army Camp, Milton Road, should be purchased by the Borough for light industry and/or other development.



Para. No.  
in Con-  
sultants'  
Report.

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City Council's  
Observations,  
Appendix II.

284,288-  
290,294,  
295,310.

Policy on Industry (cont.)

Page 4.

public. Their experience has been that each case must be treated on its merits, and where the surrounding area is likely to be considered for re-development within a reasonable time there may be a serious financial loss to the City by agreeing to such an extension.

The need for additional land to accommodate those small industries wishing to move out of congested areas is urgent. The Planning Committee have accordingly agreed with the City Council to include in the Plan those sites (a) to (d) set out on page 5 of the City's Report.

Para.3(a) -  
(d)

In this connection the Planning Authority hope that the City Council will shortly implement their agreement to make land available. It was originally assumed that normal purchase procedure would be followed, but if the City Council wish the Planning Authority to Designate any one or more of the sites considered suitable, this could be included in the Plan submitted to the Minister.

Site (e) is still required to be retained by the Army Authorities.

Para. 3(e)

The site off Brooklands Avenue, to which objection is expressed, has already been approved for industrial purposes. It will be remembered that it is adjacent to Railway Industrial land and a site previously approved.

The industrial sites are clearly set out on the Development Plan. Together they account for about 250 acres, which is approximately twice as much as at present in use. It is proposed to consider this aspect in some detail in the Written Analysis, because the comparatively large area may convey the impression that the Planning Authority are not implementing their policy of keeping a close watch on industrial expansion. It will be made clear that the allocation of areas for industry does not imply unrestricted industrial growth unrelated to the policy for Cambridge as a whole.

#### CITY COUNCIL'S OBSERVATIONS.

##### 4. Land for University Development.

The Committee has considered the sites recommended by the Consultants as being the most suitable for new colleges and has no observations to make upon proposals:

1. Storey's Way, West (36 acres) and
2. Storey's Way, East ( 6 acres).

With regard to proposals:

3. 11 acre site now occupied by "The Grove" and "Wychfield" in Huntingdon Road and
4. 11 acre site adjoining Wilberforce Road and Clarkson Road,

the Committee is of opinion that these sites, if developed, should be available for either University development or private houses.

With regard to proposal 5 (land south of the river opposite Magdalene College) the Committee has no observations to make thereon except that land for a river walk and roadway from Quayside to Jesus Green should be reserved.

##### Re-development of Inner Residential Districts.

The Committee approves in principle of the Consultants' proposals as set out in the above-mentioned paragraphs.



344-360

Land for University Development.

Page 5.

The requirements of the University and Colleges will be fully discussed in the Written Analysis. The Consultants' proposals have been amended for the purpose of the present Development Plan, but it is appreciated that the long term needs of the University may entail the use of land and property at present used for other purposes. This particularly concerns the land and properties between Adams Road and Pinehurst Flats.

The Planning Committee are unable to agree at this stage to a possible dual zoning of the two areas referred to in the City Report. "The Grove" and "Wychfield", Huntingdon Road, and the site adjoining Wilberforce Road and Clarkson Road are particularly suitable both in themselves and in their location for University purposes, and it is considered that the University should have the first opportunity of so using them.

A provision has been included in the Development Plan for an open area between Quayside and Jesus Green adjacent to the river.

212-214,  
228,252-  
253.

Re-development of Inner Residential Districts.

Page 6.

The Planning Committee consider that under present conditions, despite the urgency of the problem in Cambridge, it will be possible to proceed with only a limited area for re-development within the next five years. They accordingly propose that consideration should be given to three areas in the East Road district for designation in the Development Plan as areas of Comprehensive Re-development. This provision will entail the preparation of more detailed schemes for the areas concerned and the Planning Committee would appreciate the views of the City Council on the precise areas to be included. The area adjacent to the Technical College, if re-developed at an early date, would provide accommodation for enlarging the College and would meet the views of the critics of the Long Road site.

CITY COUNCIL'S OBSERVATIONS.

6. Road Proposals.

(A) Outside the Central Area.

(i) Ring Road (Eastern By-pass).

On the proposals contained in paragraph 31 the Committee agrees with the early completion of the Brooks Road/ Newmarket Road section of the eastern by-pass.

The land for the southern section of the Ring Road (Hills Road/Royston Road) should, in its view, be reserved.

In addition, the section of the ring road between Milton Road and Newmarket Road should be constructed within the next 20 years and this project should have priority over the Chesterton Bridge Scheme mentioned in (iii) below.

(ii) West Cambridge.

(a) Regarding paragraph 60(i), the Committee accepts the suggested line of the New West Road, but does not necessarily agree its point of entry to Huntingdon Road, which, if made opposite Oxford Road, would make a simpler inner by-pass route.



212-214, Re-development of Inner Residential Districts  
228,252- (cont.)  
253.

Page 6.

It is to be remembered that Comprehensive Re-development proposals, if approved, may carry with them a grant from Central Funds towards the work. It is for this reason that part of the development within the Lion Yard area is also shown as an Area of Comprehensive Re-development although at present largely owned by the City Council. In all cases it is proposed to include in the Development Plan the complementary powers of Designation enabling the City Council or the Planning Authority to implement the scheme by the acquisition of the necessary land and properties.

1-172 Road Proposals.

Page 6  
et seq.

(A) Outside the Central Area.

28-31 (i) Ring Road (Eastern By-pass).

Page 6.

The Planning Committee have agreed to include the line of the Eastern By-pass over its entire length from Milton Road to the Royston Road, but it is proposed to make it clear that it is not anticipated that the section between Hills Road and the Royston Road will be constructed within the twenty years covered by the Plan, nor would there appear to be sufficient justification on traffic grounds for the very large expenditure entailed by the early construction of the section between Milton Road and Newmarket Road. This section of the road will require a high embankment across Stourbridge Common and a new bridge carrying the road over the railway at a point very near to where the existing railway bridge now crosses the river.

39-60 (ii) West Cambridge.

Page 6.

The Planning Committee agree with the City that to continue the Western By-pass to link up with the Histon Road would be desirable, but they are not entirely happy about the severance that would be caused by the City's line and they

Para. 6(ii)(a)

CITY COUNCIL'S OBSERVATIONS.

(b) Subject to the above, the recommendations contained in paragraph 60(ii) and (iii) are accepted, but the Committee feels that the Barton Road/Chaucer Road link should be constructed before the remainder of the road.

(c) The Committee does not agree with the recommendations to limit the speed of vehicles using the Backs and the provision of carriageway entrances.

(d) The Committee does not agree with the proposal to construct a new roadway parallel with the Coton Footpath.

(e) The recommendation as to the future planning of Sidgwick Avenue is agreed.

(iii) Chesterton Bridge.

The Committee does not approve the line (Hawthorn Way to Walnut Tree Avenue) proposed by the Consultants for their Chesterton Bridge Route and, in any event, it is of the opinion



Road Proposals (cont.)

39-60

West Cambridge (cont.)

Page 6.

suggest an alternative by retaining the road as originally proposed but providing a northern link between the Huntingdon Road and Histon Road at a point a little to the west of the junction of the new road with the Huntingdon Road. This proposal would retain the principle of making the Western By-pass the outer limit of residential development and the link to the Histon Road would serve a like purpose for that part of the Plan.

The Planning Committee agree with the City Council that the Barton Road/Chaucer Road section of the Western By-pass should be constructed at the same time as or before the ~~Barton Road~~ to Huntingdon Road Section.

Para.6(ii)(b)

The Planning Committee have received strong representations that the speed of traffic on the Backs should be severely restricted and they suggest that this matter and the question of how the entrance to the Backs should be marked can be deferred until the alternative routes for the through traffic are available.

Para.6(ii)(c)

The Planning Committee have agreed to omit the provisions for a new access road connecting Adams Road to the Nuclear Research site.

Para.6(ii)(d)

It is considered that the improvement of Sidgwick Avenue to meet the requirements of the new Arts Building need not at this stage be specially included in the Development Plan. It could best be agreed with the University when the precise intentions for the development of the site are known.

Para.6(ii)(e)

62-70

(iii) Chesterton Bridge.

Page 7.

The Planning Committee have given careful consideration to the alternative suggestions for the Chesterton Bridge route made by the City Council,

CITY COUNCIL'S OBSERVATIONS.

that the Milton Road-Newmarket Road section of the eastern by-pass (see (i) above) should be constructed before the Chesterton Bridge Route. If this be not possible, then in preference to either of the routes recommended by the Consultants and the Divisional Road Engineer, the route to be adopted should be via Hawthorn Way, Chesterton Hall, Haig Road, St. Andrew's Road, across the Corporation's land on the south side of St. Andrew's Road, across a new bridge over the river alongside the Gas Works to opposite Coldham's Lane where a roundabout should be established. This road would link up with Coldham's Lane, Brooks Road, Perne Road, Mowbray Road, Queen Edith's Way and Long Road, to its junction with Trumpington Road and would carry through traffic.



Road Proposals (cont.)

62-70

Chesterton Bridge (cont.)

Page 7.

particularly as the Divisional Road Engineer also favoured a similar proposal. The difference is not so much one of location as of function. The Consultants were concerned to provide a second eastern crossing of the river which has been badly needed for many years, and the need will become more acute when the Arbury Road residential area and the new industrial estates near Cam Causeway are developed. For this reason alone the Planning Committee consider the proposal is fully justified, and it would be difficult to suggest another position for the bridge and its approach routes that for an equivalent cost would give equally rapid and convenient access for all types of local traffic between the area north of the river and the important industrial, commercial, residential and transport centres of the town.

The Consultants, conscious of the limited resources available, also sought to combine with this proposal a relief route for the North-South traffic on A.10 by way of East Road, Lensfield Road and Trumpington Road.

The City's alternative proposal has the effect of giving preference to the through traffic both North and South and West to East. The former by encouraging the traffic to take the Coldham's Lane, Perne Road, Long Road route.

If through traffic were the only consideration the City's proposal has advantages, with the proviso that experience tends to show that "knowledgeable" through traffic always takes the shortest route (in this case East Road). The Origin and Destination Survey, however, showed that on the average only 20 per cent or 1/5th of all traffic approaching Cambridge wishes to pass through without stopping, and there is no reason to believe that the steady annual increase in road traffic will affect this proportion. A closer examination of the Census figures shows that if it is assumed that all the traffic between Maddingley Road and Newmarket Road, and between

CITY COUNCIL'S OBSERVATIONS.

(iv) Eastern Access and Approach to Railway Station

The Committee does not agree with the suggested provision of access to the Station from the east by means of a footbridge or subway, but considers that there should be a road bridge across



Road Proposals (cont.)

62-70

Chesterton Bridge (cont.)

Page 7

Huntingdon Road and Newmarket Road would use the bridge as well as all between the Milton Road and the Royston Road, then the average number of vehicles per hour would be 58, less than one every minute. An indication of the quantity of traffic that this figure means may be gauged from a comparison with Victoria Avenue, where the most recent survey showed that the average number of vehicles per hour was 830.

When considering the function of the Bridge, it is to be remembered that the area north of the river will carry a population of around 10,000 people and the New Chesterton Bridge will be one of the principal means of approach to the town. The area will, therefore, generate a considerable volume of local traffic. This traffic will be similar in character to that now using Mill Road, which serves a comparable area. It is estimated that the volume will be at the rate of about 550 vehicles per hour and 1,400 cycles per hour at the busy times.

It follows that the proportion of through traffic, i.e., 58 vehicles per hour (say 60), to the total of all traffic, i.e. 610 vehicles per hour and 1,400 cycles per hour, is very small.

Finally, although the Planning Committee do not favour the early construction of the Northern and Eastern By-pass roads, nevertheless when circumstances permit of this work being carried out the effect will be to take practically all through traffic off the Chesterton Road Bridge and it would then perform its principal function of a local connection between the areas north and south of the river. The Planning Committee are, therefore, satisfied that it is in both the immediate and long term interest of the City to adopt the Consultants' proposal.

77-81

(iv) Eastern Access and Approach to Railway Station.

Page 7.

This matter has been the subject of discussions with the Railway Executive, and it is clear that on technical grounds alone the provision of a road or

CITY COUNCIL'S OBSERVATIONS.

the railway linking Radegund Road with Station Road. This would also relieve Mill Road of certain traffic.

In any scheme for the enlargement and improvement of the forecourt regard should be had to the above suggestion.

It is not clear that the Consultants have visualised the serious disturbance which would be occasioned to the Railway Sidings if the link between Brooklands Avenue and Tenison Road was in fact constructed.



Road Proposals (cont.)

77-81

Eastern Access and Approach to Railway Station  
(cont.)

Page 7.

foot bridge over the railway and the sidings is impracticable if the Railway Workings are not seriously to be interfered with. The proposal would be strongly opposed by the Railway Executive, whose own scheme for the reconstruction of the Station Forecourt would also be affected.

Even if the technical details of operations could be overcome, the cost of such a bridge would be out of scale to the advantages that would be gained, and would inevitably be very low on the programme of work. It appears to the Planning Committee desirable to secure the early construction of a subway, with which the Railway Executive are in agreement, and leave the question of a road bridge for a future review of the Plan. A subway would be of considerable value both to those using the Station and to those wishing to get from the area east of the Station to Station Road, and beyond.

If the subway could be designed after the Dutch pattern, whereby the cyclists are separated from the pedestrians and have free movement to cycle into, through and out of the subway without dismounting, it may well be found that this proposal would serve the needs of the area and would avoid the cost of a road bridge.

77-81

Brooklands Avenue - Tenison Road Link.

Page 8.

The question of disturbance to the Railway Sidings by reason of the Brooklands Avenue - Tenison Road Link has been discussed with the Railway Executive who, although reserving their position, intimated that the Executive's own proposals for that area may allow of the road being constructed in that position. This also applies to the City's proposal referred to on page 8, which crossed the Railway Yard in a slightly different position.

CITY COUNCIL'S OBSERVATIONS.

Unless Brooklands Avenue was also improved it would be inadequate to take the extra traffic encouraged by the new link road.

(v) The East Road Area.

On the proposals contained in paragraph 76, it is agreed that East Road should be widened as suggested, but it is not recommended that it should become a Trunk Road.



Road Proposals (cont.)

77-81

Brooklands Avenue Widening.

Page 8.

No new road-widening schemes are specifically provided in the Development Plan at this stage, but it is appreciated that Brooklands Avenue will eventually have to be widened to meet the traffic requirements, and such a proposal would present no particular difficulties and could be carried out in a manner which would allow of the retention of the existing character of the road by the provision of a second carriageway.

The alternative route of a new road through the Botanic Gardens suggested by the City is strongly opposed by the University, whose scheme for the reconstruction of the Gardens, which would be affected by the City's proposals, is expected to commence within the near future.

The retention of the Brooklands Avenue route and the corresponding link across the Railway Yard to a point opposite Tenison Road are important provisions of the Plan. They will give immediate relief to station-bound traffic from Trumpington Road and Hills Road. When the Chaucer Road bridge and the link to Barton Road are constructed a wider area will be served, and in the absence of an eastern by-pass to the centre of the town the Queens Road traffic bound for the station will almost certainly use this link.

Further, the investigation of traffic movement tends to show that a good link between Mill Road and Hills Road would attract traffic in preference to Gonville Place. This will be particularly so if the spine relief road is constructed or the City's own alternative becomes effective.

71-76

(v) The East Road Area.

Page 8.

As will be seen from the Town Map, it is essential to consider the link between Milton Road and Trumpington Street via the New Chesterton Bridge, East Road, Lensfield Road, as a trunk road route.

## CITY COUNCIL'S OBSERVATIONS.

The Committee does not agree with the line of the proposed road between Occupation Road and Mill Road. It is thought that the siting of the road on the back gardens of houses in Sturton Street and Gwydir Street would result in the premature deterioration of the neighbourhood.

It is suggested that as part of a long term policy a new Road should be constructed from the proposed roundabout at the Coldham's Lane/Newmarket Road junction to Trumpington Road. The route would cross New Street, Abbey Walk, St. Matthew's Piece and Sturton Street, and thence to Gwydir Street, St. Barnabas Road, Tenison Road, across the railway sidings and alongside the edge of the Botanic Gardens to Trumpington Road.

It is the Committee's view that the widening of Mill Road is most essential and should have priority over the proposed new road, the construction of which should in any event be subordinated to the widening of Mill Road.

### (vi) Improvement in East and South-East Cambridge.

Four Lamps. It is agreed that the roundabout at the Four Lamps should be improved but that King Street should be widened and not sealed off. Belmont Place should not be used as a link between Jesus Lane and King Street.

Mitchams Corner. It is considered to be impracticable to carry out this improvement within the period of the Plan. In any case such a scheme could not be contemplated until after the two Chesterton Bridges are built.



Road Proposals (cont.)

71-76

The East Road Area (cont.)

Page 8.

This is, of course, largely an administrative matter, but if adopted does mean that the cost of this proposal, including the Chesterton Road Bridge, will be met almost entirely from Central Funds.

The Committee have given further thought to the proposed link between the Newmarket Road and Brooklands Avenue. It is a route which, when constructed, has many advantages and may well become the trunk road to replace the East Road - Lensfield Road route referred to above. It is not, however, a proposal that is likely to receive early priority under existing circumstances (except perhaps the link between Station Road and Hills Road already referred to), and the discussion on the best line could well be left until a later review of the Plan. In that case it would appear preferable to adopt the Consultants' proposal, which least interferes with the properties in the area. Or, alternatively, the road could be omitted from the Town Map but referred to in the Written Analysis. The City's views on this matter would be appreciated.

The Committee agree that the widening of Mill Road is urgently needed and should carry a high priority so far as the length between Gonville Place and the Railway Bridge is concerned.

82-88

(iv) Improvements in East and South-East Cambridge.

Page 9.

No proposals for the improvement of junctions as such are included in the Town Map. It is assumed that when the traffic significance of the roads has been agreed, appropriate junctions in keeping with the traffic needs and the character of the locality will be worked out and the priority of construction phased with the anticipated increase in traffic volumes or the construction of a new route that will give rise to increased traffic. These will be referred to in the Written Analysis.

CITY COUNCIL'S OBSERVATIONS.

Railway Bridges. On the proposals contained in paragraphs 86, 87 and 88 regarding the improvement of Hills Road, Mill Road and Newmarket Road (Barnwell) Railway Bridges, the Committee considers:

- (1) that the new bridge over the railway station connecting Radegund Road with Station Road (see (iv) above) should be constructed first.
  - (2) that Mill Road Bridge should be rebuilt in the second stage and not in the third stage as suggested; and
  - (3) that Hills Road Bridge should be rebuilt in the third stage.
- (B) Within the Central Area.
- (i) New Guildhall Street.

The Consultants' proposals for a broad new street through the Lion Yard and other property linking the end of Downing Place are



Road Proposals (cont.)

82-88

Improvements in East and South-East Cambridge  
(cont.)

Page 9

The question of improving King Street by widening on the north side as suggested on the plan accompanying the City's Report need not, in the Planning Committee's view, be included in the present Town Map. They suggest, however, that consideration should be given to an improvement on the south side, where for the greater part there is only a single depth of building between the street and either Christ's Pieces or Christ's Fellows' Garden.

The Committee consider that the closing of King Street to vehicular traffic at its junction with Four Lamps is essentially a matter for consideration in connection with the re-design of the junction itself. It may well be found that this is inevitable if the present high accident rate is to be reduced, but in any case this junction will require special thought, because whichever proposal is adopted for the relief of the central area traffic it is bound to put a heavy load on this junction, particularly if the Christ's Piece link of the Consultants' proposal is omitted.

As outlined above, the Planning Committee do not consider that the high cost of a new bridge over the Railway Station connecting Radegund Road with Station Road is justified, and prefer the cycle and pedestrian subway as being capable of early completion.

Page 9 (vi)(1)

The Planning Committee accepts the City's view as regards the priority of reconstruction of the Hills Road and Mill Road bridges.

Page 9 (vi)  
(2) and (3).

(B) Within the Central Area.

121-130

(i) New Guildhall Street.

Page 9.

The Planning Committee have given very careful thought to the important question of the central area re-development. They have sought the advice of an eminent valuer and have consulted those trade

CITY COUNCIL'S OBSERVATIONS.

not acceptable to the Committee on the grounds:

(a) that such a road would be wasteful of valuable space which in this central area could be more usefully employed than by being utilised for a road.

(b) that the width should be comparable with the roads at either end.

(c) that having regard to the large volume of traffic in St. Andrew's Street and Emmanuel Street it is considered that the junction with the proposed New Emmanuel Street would be dangerous.

The Committee supports the provision of an open deck car park, but in view of the probable increase in the number of cars which will take place in the next few years it is considered that the building proposed by the Consultants is not nearly large enough to deal with the problem.



Road Proposals (cont.)

121-130

New Guildhall Street (cont.)

Page 9

interests with a wide knowledge of central area functions both from the point of view of actual values and the convenience of the shopping public.

Further, since the publication of the Consultants' Report, considerable interest has been expressed in the possible future of this area by those who may wish to be associated with its rebuilding, and the present position now is that the greater part of the new space created by a central area reconstruction scheme would be taken up. The question, therefore, is one of designing a scheme that will best meet the Planning needs of the Central Area and at the same time secure the greatest possible return to the City Council or the County Council, whichever authority accepts the responsibility for the development.

The Planning Committee agree that the Consultants' proposal could be amended in matters of detail, but they consider that the principles of the layout and general arrangement are sound, including the Downing Place link with Regent Street, and they attach some importance to the Civic aspect of a new approach route to the Guildhall and Market Square, flanked as it will be by important new buildings.

The County Planning Committee are advised that in terms of general value the Consultants' scheme is preferable. As mentioned in the Introduction, the City's alternative proposals may be fully discussed in the Written Analysis accompanying the Plan, but the Planning Committee would much prefer that an attempt be made to arrive at an agreed scheme which has regard to the practicability of implementing the proposals, on which the Minister will need to be satisfied.

Page 10(i)(a)

The size of the car park has already been the subject of a decision by the Planning Committee, and their views, which are in accordance with those of the Ministry of Transport, are that a decked car park with a capacity of not more than 500 cars

Page 10.

## CITY COUNCIL'S OBSERVATIONS.

In the Committee's view, Corn Exchange Street should be widened on its easterly side and the car park should be erected so as to cover practically the whole of the space between this street and a widened St. Tibb's Row and also extending, if necessary, southwards towards Downing Street. The car park should be so constructed that it is capable of being extended by the provision of additional floors so that at least 1,000 cars could ultimately be parked thereon.

The Committee has also given consideration to the other problems concerning the circulation of traffic within the central area and, in addition to its proposal for the widening of Corn Exchange Street and the provision of a car park, makes the following recommendations:

- (1) that Christ's Lane be widened on the south side;
- (2) that a new road be constructed linking St. Andrew's Street (opposite Christ's Lane) with Guildhall Street via Alexandra Street and the Lion Yard;
- (3) that a new road be constructed from Petty Cury to St. Andrew's Hill via St. Tibb's Row;
- (4) that the Church of St. Andrew the Great be an island site;
- (5) that a comprehensive one-way traffic system be introduced, the present system being considerably amended.

### (ii) The Cross Town Route.

It will be seen that the Committee has put forward an alternative to the New Emmanuel Street proposal by suggesting a new road from



Road Proposals (cont.)

121-130

New Guildhall Street (cont.)

Page 10.

should be erected on the Guildhall Street site. The complication of dealing with entering and leaving vehicles and at the same time using the available floor space to the full sets severe limits, particularly if the building is to be run on economic lines. Similar car parks in London, at Moon's Garage, Olympia, and at Earl's Court, and also the Blackpool Municipal decked car park, have been visited and their experience confirms the Committee's view.

The Planning Committee propose that it should be made clear in the written material accompanying the Plan that although no precise proposals are included in the Plan for other decked car parks, these are considered to be necessary, and provision for at least one more will be made at the quinquennial review.

The new circulation system and the consequential new road system suggested by the City is largely a matter to be dealt with under the central area redevelopment proposals mentioned above. The City's suggestions do not commend themselves to the Committee. They do not provide an adequate and easy-flowing cross-town route which it is considered will become important with the development of West Cambridge. In particular the relationship of the new roads to existing properties would be difficult both on financial and acquisition grounds.

138-152

(ii) The Cross Town Route.

Page 11.

The Committee agree with the City Council that the Silver Street route should be adopted in preference to the Mill Lane route. The need to deal adequately with the Silver Street/Trumpington Street/Pembroke Street junctions will entail in their view the removal of all the properties between Botolph Lane and Pembroke Street. This is regrettable, but the proximity of important buildings leaves no alternative.

## CITY COUNCIL'S OBSERVATIONS.

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Road Proposals (cont.)

121-130

New Guildhall Street (cont.)

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138-152

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# CITY COUNCIL'S OBSERVATIONS.

Petty Cury to St. Andrew's Hill via St. Tibb's Row (see (i) above). This would link up with the western part of Professor Holford's Cross-Town Route to Sidgwick Avenue, but the Committee does not favour the proposal to bridge the Mill Pit. It prefers the use of Silver Street as suggested in paragraph 148.

The Committee supports the recommendation of the Consultative Committee stressing the urgency of dealing with the traffic problems at the two junctions:

- (i) Downing Street/St. Andrew's Street and
- (ii) Pembroke Street/Trumpington Street.
- (iii) The Spine Relief Road.

On the recommendations contained in paragraphs 96 - 119, the Committee is unable to accept the proposals for the construction of a spine relief road, being convinced that it is not necessary and that the relief of traffic could be better met by an extension of the one-way traffic system in this area.



Road Proposals (cont.)

138-152

The Cross Town Route (cont.)

Page 11.

In the case of the Downing Street/St. Andrew's Street junction the adoption of the Consultants' proposals for the New Emmanuel Street will avoid the need for any improvement to the present junctions. In fact, the portion of Downing Street between Downing Place and St. Andrew's Street could with advantage be closed to through traffic.

96-120

(iii) The Spine Relief Road.

Page 11.

The Planning Committee are very conscious of the controversy that has arisen over the merits of the Spine Relief Road proposal. Understandably, during the discussions on possible alternative schemes, the primary purpose of the proposal has become a little confused, and it seems desirable at this stage to repeat the main aims of the Consultants' proposal.

These are:-

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- (i) To improve access to the centre, so that a vehicle can get quickly in or out of its crowded streets;
- (ii) To provide a combined bypass and circulating route, broad and free from obstructions, very close to the boundary of the central area;
- (iii) To provide some good sites for new shops and offices in the centre, with easy access from the boundary route, so as to reduce congestion in existing shopping streets;
- (iv) To try to avoid any big change in the appearance and character of the central area and to ensure that all - or nearly all - our proposals would serve a central area extension on

CITY COUNCIL'S OBSERVATIONS.

The Committee envisages the widening of Magdalene Bridge and the west side of Magdalene Street with the exception, if possible, of the house and shop at the corner of Northampton Street. This would involve a widening taking place on the opposite side of the street.

In addition, a loop road connecting Bridge Street with Jesus Lane via Quayside and Park Street, together with a link between Bridge Street and Park Street north of the Round Church, should be constructed.

In this connection the Committee has given careful and sympathetic consideration to the question of the retention of the buildings on the west side of Magdalene Street but by a majority decision is of the opinion that the demolition of these buildings is, ultimately, inevitable; and that there can be no justification within the next few years of incurring very considerable expenditure on the provision of a Spine Relief Road and bridge, between Histon Road corner and Jesus Lane, merely to preserve for a few more years these buildings which, although of some architectural and archaeological interest, are sub-standard from every other point of view.

It is considered also that, pending the demolition of the buildings on the west side of the street, a considerable improvement in traffic conditions could be effected by terminating the use of the buildings for commercial purposes, thus obviating the necessity for vehicles to wait outside.



Road Proposals (cont.)

96-120

The Spine Relief Road (cont.)

Page 11.

the east, if this is needed, and help the present centre to become something of a precinct in which pedestrian and cycle traffic would predominate.

The implementation of these aims in the Consultants' Plan for Cambridge allows the local through traffic, i.e., the traffic of a local character, but with no business in the central area, to pass by the central area, or, in the case of traffic wishing to enter the area, to do so at one of the three points nearest to the place of need. Such a proposal, although inevitably causing some disturbance outside the central area, would retain the essential character of the town centre, with its slow-moving traffic intermixed with cycles and pedestrians, and would avoid any physical interference with existing buildings.

It is true that the proposal would also allow of the retention of the buildings of historic value on the east side of Magdalene Street, but the statement in the City's Report that

".... there can be no justification within the next few years of incurring very considerable expenditure on the provision of a Spine Relief Road and bridge, between Histon Road corner and Jesus Lane, merely to preserve for a few more years these buildings which, although of some architectural and archaeological interest, are sub-standard from every other point of view."

is not a true interpretation of the purpose of the route.

In a recent study of central area traffic, summarised in Appendix IV, it was recorded that about 30 per cent of all vehicles entering the centre

CITY COUNCIL'S OBSERVATIONS.

As an adjunct to the central area proposals ((i) above) the Committee considers it essential to keep local through traffic out of the central area and suggests the provision of a relief road by widening parts of existing roads from Trumpington Road to Histon Road corner, via Lensfield Road, Gonville Place, Parkside, Parker Street, Emmanuel Road, Victoria Avenue and Victoria Road.



Road Proposals (cont.)

96-120

The Spine Relief Road (cont.)

Page 11.

passed through without stopping. From an examination of the routes taken by this through traffic, it is clear that a large proportion could be expected to use the whole, or a part of, the proposed Spine Relief Road.

The City's main contention in their alternative proposals is that the "local through traffic" can be persuaded to take the existing roads between Trumpington Road and Histon Road corner via Lensfield Road, Gonville Place, Park Side, Parker Street, Emmanuel Road, Victoria Avenue and Victoria Road. This suggestion was fully discussed in the Consultative Committee, and rejected for the reason that even if these roads were improved the extra distance was such that they would never attract by-passable traffic, and it would continue to force its way through the centre even at the risk of a hold up.

The alternative route of a new link between Bridge Street and Jesus Lane via Quayside and Park Street, then by way of Jesus Lane, Four Lamps, Short Street and Emmanuel Road, also suffers from the same defect of being a long and, by reason of the number of turns and junctions, a difficult route to take. It offers no real attraction for traffic to divert from the spine, particularly northbound traffic.

After considering all the recommendations and observations, the Planning Committee is satisfied that if the centre of Cambridge is to retain its dual function of a University City and a commercial centre of regional importance, then the Consultants's recommendations of creating a precinct within which these complementary uses can continue without serious disturbance is in the long term interest of the City.

Having accepted the conception of the centre of Cambridge as a precinct, there appears to be no better way of securing this provision than adopting the Consultants' proposal for the Spine Relief Road.

CITY COUNCIL'S OBSERVATIONS.

passed through without stopping. From an examination of the routes taken by this through traffic, it is clear that a large proportion would be expected to use the whole or a part of the proposed Spine Relief Road.

The City's main contention in their alternative proposals is that the "bottleneck" exists between the junction of the main road and the junction of the main road with the main road. This contention was fully discussed in the Council's previous meeting, and referred for the reason that even if these roads were improved the extra distance was such that they would never attract any possible traffic, and it would continue to force its way through the centre over at the risk of a hold up.

The alternative route of a new link between Bridge Street and Jesus Lane via Quayside and East Street, then by way of Jesus Lane, New Bridge Street, and Emmanuel Road, also suffers from the same defect of being a long road by reason of the number of turns and junctions, a difficulty to solve. It offers no real attraction for traffic to divert from the main road, particularly in the morning traffic.

After considering all the recommendations and observations, the Planning Committee is satisfied that if the centre of Cambridge is to retain its character of a University town, it is essential that it should have a certain amount of central importance.

(iv) New 'Bus Station.

The Consultants' proposals for a new 'Bus Station on the Christ's Lane site do not commend themselves to the Committee, as they involve:

- (1) A "bottle-neck" entrance.
- (2) Approach across the traffic at the end of Emmanuel Street



Road Proposals (cont.)

96-120

The Spine Relief Road (cont.)

Page 11.

The Planning Committee considered whether, having regard to the controversial nature of the proposal, they should postpone the inclusion of the line in the Town Map and refer to it only in the Written Analysis, using the period before the next quinquennial review of the Plan to examine more closely the traffic behaviour. The Committee came to the conclusion, however, that so much in the Development Plan flowed from this proposal (although it is programmed beyond the first five year period) it was unrealistic not to include it now and thereby give those interests which were affected the opportunity of being heard at the Public Inquiry.

In the question of the crossing of Christ's Pieces the Committee shared the reluctance to interfere in any way with this important open area, although to omit this section of the proposal altogether could attract criticism similar to that now made against the City's own suggestions. The Committee have, however, decided to argue the whole line, including the crossing of Christ's Pieces, in the Written Analysis, but to omit this section of the proposal from the Town Map, leaving the final decision for a quinquennial review.

As mentioned earlier, the opportunity of the Written Analysis will be used to include all the alternative proposals that have been made for the solution of this central traffic problem.

131-137

(iv) New Bus Station.

Page 12.

The Committee have received strong representations from the County Rural District Councils and from others that the site of the existing Bus Station or one adjoining, as suggested in the Consultants' proposals, is much preferred. Christ's College do not object to the suggestion, and the operating companies and the Transport Commission's representative also preferred the proposal. Studies have been made of those using the Bus Station,



### CITY COUNCIL'S OBSERVATIONS

(3) Noise nuisance to two colleges, and

(4) The taking of a large section of Christ's Pieces.

The Station proposed is, moreover, inadequate for the increased volume of traffic expected and the larger and wider 'buses which are bound to make their appearance within a short time. The Committee does not share the views of the Traffic Commissioner as expressed to the Consultative Committee and is firmly of the opinion that omnibus and coach services will show a considerable increase within the next few years.

In the Committee's view, therefore, the provision of a new 'bus station is a matter of some urgency and its position in relation to traffic routes and shopping centres requires careful consideration.

It is, therefore, recommended:

(1) That the provisions in the Holford Plan with regard to the 'Bus Station are inadequate as in the Committee's view 'bus services are bound to increase in the future.

(2) That the proposal for an enlarged 'Bus Station at Drummer Street incorporating Christ's Lane would in the Committee's view be unsatisfactory as it would seriously prejudice amenities.

(3) That a 'Bus Station should be provided near the centre of the town and that this should be the picking up and setting down point for all country services running into Cambridge but should not provide a lay-by for waiting vehicles.

(4) That New Square enlarged in the future, if necessary, by the acquisition of adjoining properties to the south is the best available site for the Town 'Bus Station and that when it is brought into use the existing station at Drummer Street be used as a stopping place for certain town services and/or as a car park.

(5) That a further 'Bus Station should be provided outside the Central Area and, if possible, in the vicinity of the Railway Station and that this should be the terminal and interchange point for long distance coach services. It would also provide, if necessary, a lay-by for country and other buses. This station could also be used as a parking place for long distance road transport vehicles, some of which at present use New Square.



Road Proposals (cont.)

131-137

New Bus Station (cont.)

Page 12.

and it is clear that the majority would be affected by a location further away from the principal shopping and business centre.

The design and capacity of comparable Bus Stations in Durham, Newcastle and Northampton have been studied, and the Senior Executive Officer of the London Passenger Transport Board responsible for the design and operation of all the Board's Bus Stations has also kindly given his advice. From these inquiries it is clear that the site proposed by the Consultants is well able to meet the present and future needs.

Page 13, (1)

On the suggestions in the Consultants' Report for a "lay-by" on Christ's Pieces, this is not now considered necessary.

Page 13, (2)

Because the site proposed meets the wishes of such a large section of those interested in this aspect of the City Plan, and having satisfied themselves that the extent of the site is capable of meeting the future requirements, the Committee have retained the proposal as suggested by the Consultants, with the exception of the provision of a "lay-by" on Christ's Pieces.

The Planning Committee agree with the City's suggestion that a long distance Coach Station should be provided in the vicinity of the Railway Station. A site has not been included in the present Town Map because it is hoped that arrangements can be made to use Railway land for this purpose. If this fails, then a site will be reserved.

Page 14, (5)

The Planning Committee also agree that provision should be made for the parking of Road Service vehicles away from New Square. Discussions with the Road Haulage Executive are continuing, and it is expected that this provision will be made by the Executive themselves and probably linked with Railway facilities. Again, if a site is not available on Railway property one will need to be included in the Town Map.

Page 14, (5)

## CITY COUNCIL'S OBSERVATIONS.

(6) That the "lay-by" problem would be partially solved if certain country services were re-routed so that such buses did not wait in the town (either at Drummer Street or New Square) but set down and picked up passengers and proceeded to a terminal point outside the town (e.g., 'bus from Cottenham to Cambridge would arrive, set down passengers and then pick up other passengers to proceed to, say, Sawston).

### 7. Car Parking.

The Committee agrees in principle with the proposals for car and cycle parking in paragraph 190 of the Holford Report, but it is considered that the construction of the open-deck car park on the site of the Lion Yard (see 6(B)(i) above) should have first priority in the whole plan.

### 8. Allotments.

The Committee accepts the following observations of the Allotments Committee and recommends accordingly:

- (a) that all land at present in use as permanent allotments should be retained for that purpose;



Road Proposals (cont.)

131-137

New Bus Station (cont.)

The suggestion for the re-organisation of some of the country services made in para.(6), page 14, has been referred to the Transport Commissioner, and the proposal is being examined. It is not now considered that provision over and above that now existing need be made on Christ's Pieces for "lay-by" purposes.

Page 14, (6)

173-190

Car Parking.

Page 14.

The Planning Committee have given further consideration to the question of car parking in the central area. They agree with the City that the construction of the decked car park in the Lion Yard is urgently necessary, and as mentioned earlier they consider that additional provision of this nature is essential and sites should be located as soon as a decision on the general form of the Plan has been reached.

The investigation into traffic movement in the central area, of which a summary is given in Appendix IV, showed that a high proportion of vehicles stayed in the area for only a very short time. About 35 per cent of all stopping vehicles stayed for less than half an hour, and 50 per cent for less than one hour, so that a decked car park, or even open parking for which payment is demanded, is not likely to serve the needs of these people. This fact lends point to the necessity to relieve the central area of through traffic and to give the maximum amount of freedom for short period parking compatible with allowing normal movement of vehicles at slow speeds.

Allotments.

Page 14.

The Town Map now submitted makes provision for an area of allotments of approximately 350 acres, sufficient to meet the foreseeable needs of the City in the next 20 years. The proposals do not always follow those suggested by the Allotments Committee, which have had to be varied to meet other requirements of the Plan, but where they differ there appears

CITY COUNCIL'S OBSERVATIONS.

- (b) that the 23.385 acres in Cam Causeway and the 11.020 acres in Barton Road now being used for permanent allotments, and shown on the plan accompanying Prof. Holford's report for residential development, should be retained for allotments;
- (c) that the 29 acres between Histon and Huntingdon Roads, originally scheduled in the Cambridge and District Planning Scheme for permanent allotments should still be scheduled for that purpose;
- (d) that, provided the 71 acres earmarked for allotments on the layout prepared by the Borough Surveyor for the proposed housing site between Gilbert Road and Kings Hedges Road are still reserved for this purpose, the Committee are satisfied with Professor Holford's proposal that this area should be developed for residential purposes;
- (e) that 24 acres should be reserved for permanent allotments at the rear of the Borough Cemetery, an allotment site in this area having been reserved in the Cambridge and District Planning Scheme;
- (f) that all other areas, namely, Cam Causeway 13 acres, Hauxton Road 10 acres, adjoining Cherry Hinton Hall 8.8 acres, Ring Road - Coldham's Lane 9 acres, Fulbourn Old Drift 9 acres, and Grantchester Road 24 acres, as previously reserved in the Cambridge and District Planning Scheme should remain scheduled for allotment purposes.



Allotments (cont.)

Page 14.

to be ample provision within the locality. The Planning Committee would welcome the views of the City on this aspect of the Plan.

PROGRAMMING OF WORK.

The programming or implementation of the Development Plan is an important feature of the new planning system. Under the old planning schemes it was not required to say what could be done within a reasonable time, only what was desirable, however impracticable those proposals might be.

The County Council as the Planning Authority have to satisfy the Minister that the provisions of the Development Plan as a whole are reasonable and that the majority are capable of implementation within about twenty years. As mentioned in the Introduction, it is necessary to show some proposals which it is known will not be completed within this period because they either set the limit for other aspects of the Plan or it is essential to safeguard a particular site or line of a road.

It is also required that the proposals should be broken down into those which will be started and substantially completed within five years, and those to be undertaken in the following fifteen years, the intention being that at each quinquennial review the revised Plan will show the work to be completed within the following five years.

It will be readily appreciated that the Development Plan now gives a complete picture of the effect of the City's continuing change and growth and the consequential needs of that growth in terms of residential development, schools, playing fields, allotments, roads and other public services. These needs can be accurately forecast for all areas, and their development timed and phased so that as the new population is absorbed into any area of the City all the necessary social facilities will, as required, become available.

Page 10  
100-100000  
100-100000  
100-100000

Page 10  
100-100000  
100-100000  
100-100000

Page 10

Attachment (cont.)

to be made available within the limits of the  
existing financial means within the limits of the  
State of New York.

Attachment (cont.)

The Commission on the Administration of the State  
has been organized in the State of New York  
to study the various problems connected with the  
administration of the State of New York. It is  
the duty of the Commission to study the various  
problems connected with the administration of the  
State of New York and to make recommendations  
thereon to the Governor of the State of New York.

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problems connected with the administration of the  
State of New York and to make recommendations  
thereon to the Governor of the State of New York.



Programming of Work (cont.)

The approval of the Development Plan by the Minister of Local Government and Planning will represent the general acceptance by each separate Government Department of those aspects of the Plan for which they are individually responsible. In other words, the background of the Plan and the forecast of needs for the next five years will be the evidence on which approval will be given for particular development proposals, such as schools, roads, car parks, etc., by the appropriate Government Department.

It follows that no forward estimate of development for which the City Council are primarily responsible will be of any value unless it is related to the total estimates of all development in the town and, in turn, the total of all work proposed must have regard to the availability of labour and materials. The Planning Committee have assembled the greater part of the necessary information on these aspects, which will be discussed in detail in the Written Analysis.

In the opinion of the Planning Committee the programming work represents the most important aspect of the Development Plan. It reduces the proposals to an essentially practical basis, and should set out the sincere intentions of those concerned with the major development proposals in the City for the next five years at least. The Planning Committee appreciate that there are two limiting factors; (i) the availability of labour and materials and (ii) the ability to meet the financial implications. The first is largely a matter for agreement with the appropriate Government Departments, on which discussions are at present proceeding, and the second is a matter for the City Council for a large number of the proposals in the Plan. The Programme Map now submitted should, therefore, be considered as a basis for discussion, on which the Planning Committee will welcome the City's observations. It should be emphasised, however, that any amendments suggested by the City

## CITY COUNCIL'S OBSERVATIONS.

### CONCLUSION.

VIII. The Committee welcomes the opportunity it has been given to criticise and make suggestions upon the Holford Report, and in submitting the foregoing observations it appreciates that there may well be divergencies of opinion on the recommendations, due, no doubt, to differences of view-point, but the suggestions which have been made are put forward as a constructive contribution towards the solution of the difficult problem with which the County Council has now to deal. It should be borne in mind that the Borough itself will be faced with the implementation, financially and otherwise, of the various projects and for this reason alone it is felt that due weight should be given to the Borough's views. The Committee is hopeful that a practical and acceptable solution of the problems of planning in Cambridge will, by this means, be found, and that the Development Plan which will emerge will be a sound one and one which will benefit the present generation as well as generations to come.



Programming of Work (cont.)

to the proposals in the Town Map must also be included in the Programme Map, with an indication of when they will be implemented.

Page 73

The Consultants' Report referred to the programming of certain proposals, and these were summarised in Table 1 (page 73). Although written material to accompany the Plan will contain a more complete schedule of all works proposed, for comparative purposes the amendments to the Table by reason of the decisions given above are set out in Appendix V. When reading the Consultants' Report and the Table it should be remembered that for the purpose of the Statutory Map the second and third periods are amalgamated, and represent the six to twenty year period of the Plan.

CONCLUSIONS.

The County Planning Committee are deeply conscious of their responsibility in helping to shape the City of the future. They are not unmindful of the previous work of the City Council and of the tradition it enjoys. The City Council themselves laid the foundation for the present Development Plan by inviting Professor Holford to prepare a report, and in the view of the Planning Committee the value of his contribution cannot be over-emphasised. Quite apart from its universal acceptance as a work of outstanding merit it has provided an independent and impartial basis for wide consideration and discussion. The Planning Committee have followed the development of thought on the proposals and they were early impressed with the unique character of the Town which emerged from the observations received. Apart from the international and national reputation enjoyed by the City as a seat of learning and a place of beauty, it has become a town of increasing commercial and administrative importance. As one of the ten centres of Regional Government it is now the Headquarters of the Eastern Region of the country and that responsibility has attracted other organisations such as those for Gas, Electricity and Hospitals to set up their Headquarters in the area. Further, with the improvement in transport facilities and the consequential changes in social habits the importance of Cambridge as a centre for shopping and entertainment has increased. So much so that for many purposes it now serves an area greater than that of the Administrative County.

Conclusions (cont.)

The City's potential industrial growth is considerable. In the opinion of many it is fortunate that that demand occurs at a time when there is an acute labour and housing shortage, and the City has - for the time being at least - been spared a radical change in character such as Oxford experienced in the years before the war.

The Planning Committee have attempted in the Development Plan to reconcile the many claims and requirements. It is perhaps natural that viewing more closely the relationship between the City and the County and the larger area of the Eastern Region the Planning Committee's approach to some of the problems may differ from that of the City, but there is no doubt that the Committee share with the City and with the University a pride in the history and tradition of the town and feel confident that a Development Plan on the lines of the one now suggested would, as an administrative guide in the years to come, enhance that tradition.

The Planning Committee also wish to place on record their very sincere appreciation of the collaboration and assistance that have at all times been given by the officers and staff of the City Council to the Planning Department. They would particularly like to mention the Town Clerk and City Engineer, without whose help it would have been impossible to bring the work to its present stage.

*M. C. Burkitt.*

Chairman of the County Planning Committee.



## APPENDIX I

### SUMMARY OF THE DISCUSSIONS AND RECOMMENDATIONS OF THE TOWN AND COUNTRY PLANNING CONSULTATIVE COMMITTEE

The Town and Country Planning Consultative Committee was set up in December, 1949, to act in an advisory capacity and to consider in terms of general policy the principal aspects of the Consultants' Report.

The Committee was constituted as follows:-

- |  |   |
|--|---|
| 1. The Town and Country Planning Committee:                | The Chairman (Councillor M. C. Burkitt).<br>Alderman Frost.<br>Alderman Mrs. Rackham.<br>Alderman Watts.<br>Councillor Bunnett.<br>Mr. M. S. Pease. |
| 2. Cambridge Borough Council:                              | Alderman James.<br>Alderman Langdon.<br>Alderman Raynes.<br>Alderman Hickson.<br>Councillor (now Alderman) Nobbs.<br>Councillor Ridgeon.            |
| 3. The Chairman of the Urban Area Planning Sub-Committee:  | Alderman Dr. Alex. Wood.  |
| 4. The Chairman of the Chesterton Rural District Council:  | Councillor G. M. Macfarlane-Grieve.   |
| 5. A Representative of the University:                     | Councillor T. Knox-Shaw.  |
| 6. A Representative of the Colleges:                       | The Rev. J. S. Boys-Smith.  |
| 7. A Representative of the Cambridge Preservation Society: | The Rt. Hon. H. U. Willink.   |

The Committee met on eleven occasions between the 16th January and the 26th July, 1950.

Para. No.  
in Con-  
sultants'  
Report.

272-287

1. Size of Cambridge.

The Committee first considered the suggested limitation of the size of Cambridge as it was an integral part of the proposals that the population should, if possible, be tied to an optimum limit. The Committee agreed that, although it was desirable to limit the growth of the area, this object could not possibly be attained without the co-operation of the University and both Central and Local Government Authorities. The Committee were unanimously agreed on the necessity for limiting the growth of Urban Cambridge and accepted the Consultants' proposals that endeavours be made by the Planning Authority to reduce the rate at which Cambridge is growing to reach a stable population figure of about 100,000 in the Borough and 120,000 - 125,000 in Urban Cambridge.

In order to implement the Committee's recommendation, it was agreed that (i) the support of the Ministry of Town and Country Planning and the Board of Trade be sought in diverting new mass production industry or large extensions of existing factories to sites outside Urban Cambridge; (ii) Central Government Departments be asked to assist in reducing their demands on the Cambridge labour market, and (iii) the University and the Ministry of Town and Country Planning be asked to assist in examining methods whereby the rapid growth of the town can be checked.

299,300,  
304.

2. The Provisional Boundary.

The Committee discussed generally the question of the amount of land allocated in the Proposals for private and public housing development and



Para. No.  
in Con-  
sultants'  
Report.

299,300,  
304.      The Provisional Boundary (cont.)

agreed that there should be a less rigid demarcation between Borough and private housing areas than that shown in the Outline Plan. The Committee agreed the provisional boundary as indicated on Map 33 with the addition of the land in the Arbury Road area shown for future expansion.

284,288-  
290,310.      3. Policy on Industry.

295      The Committee discussed at some length the future policy regarding the growth of industrial development in the Borough. So far as light industries were concerned, consideration was given to the possibility of the Borough Council acquiring suitable areas of land for the accommodation of those small factories and workshops displaced from central sites. General approval was given to the industrial policy suggested by the Consultants, including the seeking of the support of the Board of Trade in discouraging new industrial enterprises coming to the town and any considerable extension of those now existing. No recommendations were made regarding the suitability or otherwise of particular sites shown in the Outline Plan but it was agreed that more land should be provided for industrial purposes if possible.

344-360      4. Land for University Development.

The Committee were of the opinion that it would be necessary to schedule reserves of land for the future building needs of the University and as the most suitable area appeared to be that lying between Huntingdon and Barton Roads and west of the Backs, the Consultants' proposals for such a reservation in that area be agreed.

212-214,  
228,252-  
253.      5. Re-development of Inner Residential Districts.

The Committee approved in broad outline the Consultants' proposals for the re-development of the inner residential districts principally in the East Road and New Town areas.

Para. No.  
in Con-  
sultants'  
Report.

1-152            6. Road Proposals.

(a) Outside the Central Area.

28-31            (i) The Ring Road (Eastern By-pass).

The Committee were of the opinion that certain sections of the East Cambridge By-pass should be completed.

39-60            (ii) West Cambridge.

The Committee discussed generally the desirability of proceeding with the road proposals for West Cambridge and approved the proposals for the Outer Roads in this area in outline only with the specific proviso that Chaucer Road and the new West Road should be considered as one unit.

62-70            (iii) Chesterton Bridge.

The Committee discussed very fully the need for a new river crossing in East Cambridge. They were informed that Cambridge was only likely to get one bridge across the river in this area within the next 20 years or so. The Committee considered the Consultants' proposals and alternative suggestions by the Divisional Road Engineer and the Borough Surveyor. The Committee eventually approved the proposal of the Consultants that a Chesterton Bridge should be included and take a high priority in the Development Plan but a decision on the bridge route should not be taken until the financial position had been clarified with the appropriate authorities.

77-81            (iv) Eastern Access and Approach to the Railway Station.

The Committee were in general agreement with the Consultants' proposals for the improvement of (i) the Station Approach and (ii) the provision of an access to the east of the Station either by a footway or subway.



Para. No.  
in Con-  
sultants'  
Report.

Road Proposals (cont.)

121-130

(b) Within the Central Area.

(i) The New Guildhall Street.

The initial discussions centring round the proposals for the New Guildhall Street made it evident that the Consultants' proposals envisaged much more than a road improvement as the provision of additional shops and office space and the suggested open deck car park was involved. The Committee requested that they be provided with further details and estimated cost of the proposed open deck car park.

The Committee were in favour of some re-development in the Lion Yard area including the provision of an open deck car park and agreed in principle to the construction of a new traffic route from Downing College entrance, through Downing Place to the Guildhall, in order to relieve St. Andrew's Street, but considered that the actual choice of routes should be referred to the County Planning Committee.

138-152

(ii) The Cross-Town Route.

The Committee considered alternative suggestions for widening Mill Lane or Silver Street and expressed preference for the Silver Street scheme. Consideration was also given to the eastern end of the route involving the widening of Emmanuel Street and the construction of the New Emmanuel Street and whilst expressing general approval with the Consultants' proposals, the Committee stressed the urgency of dealing from a road safety point of view with the traffic problems at the two junctions - (i) Downing Street/St. Andrew's Street and (ii) Pembroke Street/Trumpington Street.

96-120

(iii) The Spine Relief Road.

The proposed construction of the spine relief road was recognised by the Committee as likely to prove the most controversial item and the major problem in the Proposals. At the outset the Committee endeavoured to arrive at some conclusions on three points - (a) the necessity for relieving traffic

(iii) The Spine Relief Road (cont.)

pressure in the centre; (b) the possibility of widening the present spine and (c) whether the spine relief road proposed by the Consultants offered the correct solution. The necessity for relief was generally agreed, also the impracticability of widening the present spine, involving, as it would, the destruction of property and a seriously detrimental effect on character of the central area. Professor Holford gave the Committee in some detail the arguments for and against alternatives to the route chosen - namely from Histon Road corner to Drummer Street or Park Terrace. The Consultants' proposed route was discussed in detail and in connection therewith the Committee considered a motion regarding the action already taken by the Corporation under their Act of 1922, in dealing with the spine road from Northampton Street to the University Arms Hotel. This motion was placed on record and its consideration deferred.

After having had the benefit of hearing the detailed discussion on the proposed route, the Consultants reported that they had been carefully over all the points on which their proposals for the spine relief had been based and they still felt the best practicable route was the one that they had suggested. The Committee were agreed in principle on the provision of a spine relief in preference to the widening of the present spine. It was considered that pressure of traffic, at any rate on a section of the spine, could be considerably relieved if a part of the northern section of the spine relief was constructed - namely - from Chesterton Lane to Jesus Lane via Park Street and to Bridge Street via a widened Round Church Street, omitting the crossing of Jesus College Grounds. The construction of this section should proceed on the assumption that Magdalene Street would be used for one-way traffic in a northerly direction and the newly-constructed section would be used by one-way traffic in a southerly direction. Any further extension of the spine relief beyond Jesus Lane was not considered necessary at the present time.



Road Proposals (cont.)

Appendix  
1-37

(iv) Traffic Counts.

The Committee considered it essential that a close watch should be kept on the traffic position and recommend that volumetric and origin and destination traffic counts be taken each year in or near the centre of Cambridge.

131-137

(v) New Bus Station.

The Committee were aware of the inadequacy of the present bus station and considered alternative sites at the Railway Station, Christ's Lane, New Square, Earl Street and Victoria Street. The Committee initially expressed preference for the Christ's Lane site, but in view of the lack of unanimity, the Committee decided to re-examine very closely the various suggested alternative sites. After a lengthy discussion, during which Sir Alfred Faulkner, the Traffic Commissioner, expressed his views on the suitability of various sites for a bus station and favoured that suggested by the Consultants, the Committee agreed (i) that a Bus Station in the vicinity of the railway station would be unsatisfactory and (ii) that the new Bus Station should be at Drummer Street (including Christ's Lane) and/or some other suitable central site.

173-190

7. Car Parking.

The Committee having already agreed to the provision of a central open deck car park, proceeded to discuss the provision of further car parks. Various suggestions were made including Round Church Street, neighbourhood of the General Post Office, one side of the widened part of Bridge Street, Portugal Street, King Street, Regent Street and St. Peter's Terrace. It was considered that heavy lorries should not be brought to New Square and that some other more suitable site should be found for such purposes on the outskirts of the town. The Committee decided to recommend the County Planning Committee to formulate a car parking policy to

Para. No.  
in Con-  
sultants'  
Report.

173-190

Car Parking (cont.)

include consideration of the discontinuance at some future date of New Square as a heavy vehicle car park, with the object of its eventual restoration to its former site.

Table 1  
Page 73

8. Valuation Estimates.

The Committee gave preliminary consideration to the need, as a test of the estimated expenditure of the proposals contained in the Consultants' Report, for the carrying out of a valuation survey in the town centre.

-

9. The Proposed Technical College.

The Committee gave consideration to the provision in the Development Plan of a site for a new Technical College and it was decided that the Consultants should be asked, in conjunction with the Planning Department, to investigate and report on suggested alternative sites for the College.

-

10. The Riverside Walk.

The Committee were unanimously in favour of the County Planning Committee being asked to give consideration to the formation (as and when opportunity offered) of a riverside walk, not precluding the construction of a small minor road or bicycle path, between Bridge Street and the northern end of Park Parade.



## APPENDIX II

### REPORT AND RECOMMENDATION OF THE ENLARGED PUBLIC WORKS AND TOWN PLANNING COMMITTEE SUBMITTED TO THE CAMBRIDGE BOROUGH COUNCIL ON THE 25TH JANUARY, 1951.

Para. No.  
in Con-  
sultants'  
Report.

#### TERMS OF REFERENCE.

I. At the meeting of the Council held on the 1st December, 1949, consideration was given to the steps which should be taken to examine the proposals contained in Professor Holford's Report on the planning of Cambridge and it was decided to delegate to the Public Works and Town Planning Committee, enlarged for this purpose by the Chairman and Vice-Chairman of the Allotments, Commons and Cemetery, Education, Housing, Plans, Sewage Disposal and Watch Committees, the power to settle the Council's policy in regard to the plan, to make recommendations thereon to the County Council and to carry on negotiations in relation thereto and to take such other steps as they might deem necessary in the Council's interest.

The Council reserved to themselves full right to determine policy towards the Development Plan when it is submitted by the County Council.

#### MEMBERSHIP OF THE COMMITTEE.

II. The Committee consists of the following members:

Alderman James (Chairman)	Councillor Edwards
The Mayor	Hearn
Alderman Doggett	Hickson
Halnan	Kerridge
Langdon	Knox-Shaw
Nobbs	Mole
Priest	H.D.R. Ridgdon
Raynes	Stockbridge
Wilding	Symonds
	Dr. Venn.

#### PRELIMINARY.

III. The Committee has considered the main recommendations contained in the Holford Report and also the reports of the meetings of the Joint Consultative Committee set up

PRELIMINARY (cont.)

to consider the proposals and it has held a series of meetings during the course of which the proposals have been twice considered in addition to which reports thereon have been submitted by certain officers of the Corporation.

IV. The Committee has now crystallised its ideas on the main proposals and the following observations and recommendations, which represent the considered views of the Committee after much deliberation, are submitted for the guidance of the County Planning Committee in framing the draft development plan.

It has been found convenient to adopt the order set out in the summary at the beginning of the report of the Consultative Committee and to deal with the various proposals under the headings contained in this summary. There are, however, certain additions which deal with matters not covered by the summary.

V. It should be stated at the outset that, in the Committee's view, there are two outstanding problems affecting the borough, the policy in regard to which must be decided before any attempt can be made to deal with the road proposals. These problems are:

- (a) the provision of adequate car parking facilities and
- (b) the siting of the Omnibus Station.

The Consultants' proposals in regard to each of these matters are criticised by the Committee, as in its view the extent of the facilities required has in each case been under-estimated by the Consultants. This criticism has been borne in mind by the Committee in framing certain alternative proposals which will, if adopted, inevitably affect the road pattern of the centre of the town.

OBSERVATIONS AND RECOMMENDATIONS.

VI. The Committee's observations and recommendations are as follows:-



272-287

1. Size of Cambridge.

(a) 100,000 as the ultimate population for the Borough may be desirable, but it is suggested that it cannot be maintained. The Committee deprecates as impracticable any attempt to fix a rigid limit for the population either in the Borough or in the larger area of urban Cambridge, but agrees that control should be exercised over the introduction of new industries into the Borough.

285

(b) The Committee does not agree with the principles contained in paragraph 285 and feels that as decentralization of Government administration is National policy, it accepts the fact of the recognition of Cambridge as a centre for Regional Government.

299,300,  
304.

2. The Provisional Boundary.

With the exceptions mentioned below, the Committee approves of the provisional boundary suggested by the Consultants beyond which development would not normally be permitted, while the population remains below 100,000.

The exceptions are:

(a) North West and North of Borough: In the Committee's view the boundary should follow the present borough boundary from Huntingdon Road to Histon Road and thence to Kings Hedges Road.

(b) East of Borough: The area south of Marshall's Aerodrome north-westwards from Rosemary Lane should be open for development subject to any restrictions of the Air Ministry or Ministry of Civil Aviation.

(c) That the green "wedge" between the village of Cherry Hinton and present borough development should be omitted and the area opened for development.

(d) That the Ventress Farm Area should be open for development (Councillor H. D. R. Ridgeon did not vote.)

249

Sites Recommended for Residential Development.

The Committee has the following observations on the sites recommended for housing in Table 10B and shown on Map No. 33:

249

Sites Recommended for Residential Development (cont.)

West Cambridge (50 acres): Too small to be developed as a proper unit, difficult to drain and no shopping facilities available in the area.

Histon Road (34 acres): The land proposed now forms part of Allotment land which is fully utilised and the proposal cannot be reconciled with the desirability of preserving a rural belt between the Borough and Histon.

Cam Causeway (25 acres): The Ring Road would be adjacent to this site and its development would cause traffic difficulties. Suggested that the area could be developed better as an industrial site.

Hills Road (Red Cross) (32.5 acres): This site is not now available.

It is suggested that all these sites are unsuitable for large scale development, and that the alternative site on the north site of Arbury Road should be developed, where approximately 2,000 houses could be erected with welfare centres, churches, shops and small open spaces.

In connection with Table 10C (sites recommended for early development by private enterprise) the 63 acres allocated does not appear to be nearly sufficient and further sites including the 50 acres (West Cambridge) and land south of the town should be made available for private development.

With regard to the proposal to develop small areas of land for Corporation housing on either side of Sedley Taylor Road, it is considered that this is undesirable development.

284, 288-  
290, 294,  
295, 310.

3. Policy on Industry.

The Committee agrees with the recommendation in paragraph 294 regarding the reservation of a number of sites in different parts of the town, both developed and undeveloped, for service industries, i.e., small factories, warehouses, workshops and storage yards, but considers that notwithstanding such reservation existing industries should be permitted, if necessary,



Para. No.  
in Con-  
sultants'  
Report.

284,288-  
290,294,  
295,310.

3. Policy on Industry.(cont.)

to make approved extensions to their existing premises, although by doing so they may utilise land or an area now zoned for residential purposes.

As to paragraph 295, the Committee has no observations regarding the sites to be made available for small industrial undertakings, excepting that it does not agree with the proposal to use a site off Brooklands Avenue for this purpose. The Committee considers that light industrial undertakings should have the opportunity of securing sites adjacent to the main by-pass roads and not only near the railway as proposed in the Consultants' Plan.

The following additional areas are recommended for reservation as industrial sites:

(a) Land between the Cambridge and St. Ives Branch Railway and houses at the rear of Lovell Road.

(b) Further land between the Railway and houses in Green Park Estate.

(c) Land adjoining Cam Causeway.

(d) Land off Coldham's Lane near Rosemary Lane.

(e) Although outside the Borough Boundary a portion of the land lately used for the U.S. Army Camp, Milton Road, should be purchased by the Borough for light industry and/or other development.

344-360

4. Land for University Development.

The Committee has considered the sites recommended by the Consultants as being the most suitable for new colleges and has no observations to make upon proposals:

1. Storey's Way, West (36 acres) and

2. Storey's Way, East ( 6 acres).

With regard to proposals:

3. 11 acre site now occupied by "The Grove" and "Wychfield" in Huntingdon Road and



Para. No.  
in Con-  
sultants'  
Report.

344-360      Land for University Development (cont.)

4. 11 acre site adjoining Wilberforce Road and Clarkson Road,

the Committee is of opinion that these sites, if developed, should be available for either University development or private houses.

With regard to proposal 5 (land south of the river opposite Magdalene College) the Committee has no observations to make thereon except that land for a river walk and roadway from Quayside to Jesus Green should be reserved.

212-214,  
228,252-  
253.      Redevelopment of Inner Residential Districts.

The Committee approves in principle of the Consultants' proposals as set out in the above-mentioned paragraphs.

1-172      6. Road Proposals.

(A) Outside the Central Area.

28-31      (i) Ring Road (Eastern By-pass).

On the proposals contained in Paragraph 31 the Committee agrees with the early completion of the Brooks Road/Newmarket Road section of the eastern by-pass.

The land for the southern section of the Ring Road (Hills Road/Royston Road) should, in its view, be reserved.

In addition, the section of the ring road between Milton Road and Newmarket Road should be constructed within the next 20 years and this project should have priority over the Chesterton Bridge Scheme mentioned in (iii) below.

39-60      (ii) West Cambridge.

(a) Regarding paragraph 60(i), the Committee accepts the suggested line of the New West Road, but does not necessarily agree its point of entry to Huntingdon Road, which, if made opposite Oxford Road, would make a simpler inner by-pass route.



Para. No.  
in Con-  
sultants'  
Report.

Road Proposals (cont.)

39-60

West Cambridge (cont.)

(b) Subject to the above, the recommendations contained in paragraph 60(ii) and (iii) are accepted, but the Committee feels that the Barton Road/Chaucer Road link should be constructed before the remainder of the road.

(c) The Committee does not agree with the recommendations to limit the speed of vehicles using the Backs and the provision of carriageway entrances.

(d) The Committee does not agree with the proposal to construct a new roadway parallel with the Cotton Footpath.

(e) The recommendation as to the future planning of Sidgwick Avenue is agreed.

62-70

(iii) Chesterton Bridge.

The Committee does not approve the line (Hawthorn Way to Walnut Tree Avenue) proposed by the Consultants for their Chesterton Bridge Route and, in any event, it is of the opinion that the Milton Road-Newmarket Road section of the eastern by-pass (see (i) above) should be constructed before the Chesterton Bridge Route. If this be not possible, then in preference to either of the routes recommended by the Consultants and the Divisional Road Engineer, the route to be adopted should be via Hawthorn Way, Chesterton Hall, Haig Road, St. Andrew's Road, across the Corporation's land on the south side of St. Andrew's Road, across a new bridge over the river alongside the Gas Works to opposite Coldham's Lane where a roundabout should be established. This Road would link up with Coldham's Lane, Brooks Road, Ferne Road, Mowbray Road, Queen Edith's Way and Long Road, to its junction with Trumpington Road and would carry through traffic.

77-81

(iv) Eastern Access and Approach to Railway Station.

The Committee does not agree with the suggested provision of access to the Station from the east by means of a footbridge or subway, but considers that there should



Para. No.  
in Con-  
sultants'  
Report.

Road Proposals (cont.)

77-81

(iv) Eastern Access and Approach to Railway Station (cont.)

be a road bridge across the railway linking Radegund Road with Station Road. This would also relieve Mill Road of certain traffic.

In any scheme for the enlargement and improvement of the forecourt regard should be had to the above suggestion.

It is not clear that the Consultants have visualised the serious disturbance which would be occasioned to the Railway Sidings if the link between Brooklands Avenue and Tenison Road was in fact constructed.

Unless Brooklands Avenue was also improved it would be inadequate to take the extra traffic encouraged by the new link road.

71-76

(v) The East Road Area.

On the proposals contained in paragraph 76, it is agreed that East Road should be widened as suggested, but it is not recommended that it should become a Trunk Road.

The Committee does not agree with the line of the proposed road between Occupation Road and Mill Road. It is thought that the siting of the road on the back gardens of houses in Sturton Street and Gwydir Street would result in the premature deterioration of the neighbourhood.

It is suggested that as part of a long term policy a new road should be constructed from the proposed roundabout at the Coldham's Lane/Newmarket Road junction to Trumpington Road. The route would cross New Street, Abbey Walk, St. Matthew's Piece and Sturton Street, and thence to Gwydir Street, St. Barnabas Road, Tenison Road, across the railway sidings and alongside the edge of the Botanic Gardens to Trumpington Road.



Road Proposals (cont.)

71-76

The East Road Area (cont.)

It is the Committee's view that the widening of Mill Road is most essential and should have priority over the proposed new road, the construction of which should in any event be subordinated to the widening of Mill Road.

82-88

(vi) Improvement in East and South-East Cambridge.

Four Lamps. It is agreed that the roundabout at the Four Lamps should be improved but that King Street should be widened and not sealed off. Belmont Place should not be used as a link between Jesus Lane and King Street.

Mitchams Corner. It is considered to be impracticable to carry out this improvement within the period of the Plan. In any case such a scheme could not be contemplated until after the two Chesterton Bridges are built.

Railway Bridges. On the proposals contained in paragraphs 86, 87 and 88 regarding the improvement of Hills Road, Mill Road and Newmarket Road (Barnwell) Railway Bridges, the Committee considers:

(1) that the new bridge over the railway station connecting Radesgund Road with Station Road (see (iv) above) should be constructed first.

(2) that Mill Road Bridge should be rebuilt in the second stage and not in the third stage as suggested; and

(3) that Hills Road Bridge should be rebuilt in the third stage.

(B) Within the Central Area.

121-130

(i) New Guildhall Street.

The Consultants' proposals for a broad new street through the Lion Yard and other property linking the end of Downing Place with the Guildhall are not acceptable to the Committee on the grounds:



Road Proposals (cont.)

121-130

New Guildhall Street.

(a) that such a road would be wasteful of valuable space which in this central area could be more usefully employed than by being utilised for a road.

(b) that the width should be comparable with the roads at either end.

(c) that having regard to the large volume of traffic in St. Andrew's Street and Emmanuel Street it is considered that the junction with the proposed New Emmanuel Street would be dangerous.

The Committee supports the provision of an open deck car park, but in view of the probable increase in the number of cars which will take place in the next few years it is considered that the building proposed by the Consultants is not nearly large enough to deal with the problem. In the Committee's view, Corn Exchange Street should be widened on its easterly side and the car park should be erected so as to cover practically the whole of the space between this street and a widened St. Tibb's Row and also extending, if necessary, southwards towards Downing Street. The car park should be so constructed that it is capable of being extended by the provision of additional floors so that at least 1,000 cars could ultimately be parked thereon.

The Committee has also given consideration to the other problems concerning the circulation of traffic within the central area and, in addition to its proposal for the widening of Corn Exchange Street and the provision of a car park, makes the following recommendations:

- (1) that Christ's Lane be widened on the south side;
- (2) that a new road be constructed linking St. Andrew's Street (opposite Christ's Lane) with Guildhall Street via Alexandra Street and the Lion Yard;



Road Proposals (cont.)

121-130

New Guildhall Street (cont.)

- (3) that a new road be constructed from Petty Cury to St. Andrew's Hill via St. Tibb's Row;
- (4) that the Church of St. Andrew the Great be an island site;
- (5) that a comprehensive one-way traffic system be introduced, the present system being considerably amended.

138-152

(ii) The Cross Town Route.

It will be seen that the Committee has put forward an alternative to the New Emmanuel Street proposal by suggesting a new road from Petty Cury to St. Andrew's Hill via St. Tibb's Row (see (i) above). This would link up with the western part of Professor Holford's Cross-Town Route to Sidgwick Avenue, but the Committee does not favour the proposal to bridge the Mill Pit. It prefers the use of Silver Street as suggested in paragraph 148.

The Committee supports the recommendation of the Consultative Committee stressing the urgency of dealing with the traffic problems at the two junctions:

- (i) Downing Street/St. Andrew's Street and
- (ii) Pembroke Street/Trumpington Street.

96-120

(iii) The Spine Relief Road.

On the recommendations contained in paragraphs 96 - 119, the Committee is unable to accept the proposals for the construction of a spine relief road, being convinced that it is not necessary and that the relief of traffic could be better met by an extension of the one-way traffic system in this area.

The Committee envisages the widening of Magdalene Bridge and the west side of Magdalene Street with the exception, if possible, of the house and shop at the



Road Proposals (cont.)

96-120

The Spine Relief Road (cont.)

corner of Northampton Street. This would involve a widening taking place on the opposite side of the street.

In addition, a loop road connecting Bridge Street with Jesus Lane via Quayside and Park Street, together with a link between Bridge Street and Park Street north of the Round Church, should be constructed.

In this connection the Committee has given careful and sympathetic consideration to the question of the retention of the buildings on the west side of Magdalene Street but by a majority decision is of the opinion that the demolition of these buildings is, ultimately, inevitable; and that there can be no justification within the next few years of incurring very considerable expenditure on the provision of a Spine Relief Road and bridge, between Histon Road corner and Jesus Lane, merely to preserve for a few more years these buildings which, although of some architectural and archaeological interest, are sub-standard from every other point of view.

It is considered also that, pending the demolition of the buildings on the west side of the street, a considerable improvement in traffic conditions could be effected by terminating the use of the buildings for commercial purposes, thus obviating the necessity for vehicles to wait outside.

As an adjunct to the central area proposals ((i) above) the Committee considers it essential to keep local through traffic out of the central area and suggests the provision of a relief road by widening parts of existing roads from Trumpington Road to Histon Road corner, via Lensfield Road, Gonville Place, Parkside, Parker Street, Emmanuel Road, Victoria Avenue and Victoria Road.

131-137

(iv) New 'Bus Station.

The Consultants' proposals for a new 'Bus Station on the Christ's Lane site do not commend themselves to the Committee as they involve:



Road Proposals (cont.)

131-137

New 'Bus Station (cont.)

- (1) A "bottle-neck" entrance
- (2) Approach across the traffic at the end of Emmanuel Street
- (3) Noise nuisance to two colleges, and
- (4) The taking of a large section of Christ's Pieces.

The Station proposed is, moreover, inadequate for the increased volume of traffic expected and the larger and wider 'buses which are bound to make their appearance within a short time. The Committee does not share the views of the Traffic Commissioner as expressed to the Consultative Committee and is firmly of the opinion that omnibus and coach services will show a considerable increase within the next few years.

In the Committee's view, therefore, the provision of a new 'bus station is a matter of some urgency and its position in relation to traffic routes and shopping centres requires careful consideration.

It is, therefore, recommended:

(1) That the provisions in the Holford Plan with regard to the 'Bus Station are inadequate as in the Committee's view 'bus services are bound to increase in the future.

(2) That the proposal for an enlarged 'Bus Station at Drummer Street incorporating Christ's Lane would in the Committee's view be unsatisfactory as it would seriously prejudice amenities.

(3) That a 'Bus Station should be provided near the centre of the town and that this should be the picking up and setting down point for all country services running into Cambridge but should not provide a lay-by for waiting vehicles.



Road Proposals (cont.)

131-137

New 'Bus Station (cont.)

(4) That New Square enlarged in the future, if necessary, by the acquisition of adjoining properties to the south is the best available site for the Town 'Bus Station and that when it is brought into use the existing station at Drummer Street be used as a stopping place for certain town services and/or as a car park.

(5) That a further 'Bus Station should be provided outside the Central Area and, if possible, in the vicinity of the Railway Station and that this should be the terminal and interchange point for long distance coach services. It would also provide, if necessary, a lay-by for country and other buses. This station could also be used as a parking place for long distance road transport vehicles, some of which at present use New Square.

(6) That the "lay-by" problem would be partially solved if certain country services were re-routed so that such buses did not wait in the town (either at Drummer Street or New Square) but set down and picked up passengers and proceeded to a terminal point outside the town (e.g., 'bus from Cottenham to Cambridge would arrive, set down passengers and then pick up other passengers to proceed to, say, Sawston).

173-190

7. Car Parking.

The Committee agrees in principle with the proposals for car and cycle parking in paragraph 190 of the Holford Report, but it is considered that the construction of the open-deck car park on the site of the Lion Yard (see 6(B) (i) above) should have first priority in the whole plan.

8. Allotments.

The Committee accepts the following observations of the Allotments Committee and recommends accordingly:

- (a) that all land at present in use as permanent allotments should be retained for that purpose;
- (b) that the 23.385 acres in Cam Causeway and the 11.020 acres in Barton Road now being used for



Allotments (cont.)

permanent allotments, and shown on the plan accompanying Prof. Holford's report for residential development, should be retained for allotments;

- (c) that the 29 acres between Histon and Huntingdon Roads, originally scheduled in the Cambridge and District Planning Scheme for permanent allotments should still be scheduled for that purpose;
- (d) that, provided the 71 acres earmarked for allotments on the layout prepared by the Borough Surveyor for the proposed housing site between Gilbert Road and Kings Hedges Road are still reserved for this purpose, the Committee are satisfied with Professor Holford's proposal that this area should be developed for residential purposes;
- (e) that 24 acres should be reserved for permanent allotments at the rear of the Borough Cemetery, an allotment site in this area having been reserved in the Cambridge and District Planning Scheme;
- (f) that all other areas, namely, Cam Causeway 13 acres, Hauxton Road 10 acres, adjoining Cherry Hinton Hall 8.8 acres, Ring Road - Goldham's Lane 9 acres, Fulbourn Old Drift 9 acres, and Grantchester Road 24 acres, as previously reserved in the Cambridge and District Planning Scheme should remain scheduled for allotment purposes.

PLAN

VII. A plan is submitted with this Report, which indicates in outline the way in which the Committee's proposals differ from those in the Holford Report. Further detailed plans will, no doubt, be required at a later stage.

Para. No.  
in Con-  
sultants'  
Report.

CONCLUSION.

VIII. The Committee welcomes the opportunity it has been given to criticise and make suggestions upon the Holford Report, and in submitting the foregoing observations it appreciates that there may well be divergencies of opinion on the recommendations, due, no doubt, to differences of view-point, but the suggestions which have been made are put forward as a constructive contribution towards the solution of the difficult problem with which the County Council has now to deal. It should be borne in mind that the Borough itself will be faced with the implementation, financially and otherwise, of the various projects and for this reason alone it is felt that due weight should be given to the Borough's views. The Committee is hopeful that a practical and acceptable solution of the problems of planning in Cambridge will, by this means, be found, and that the Development Plan which will emerge will be a sound one and one which will benefit the present generation as well as generations to come.

W. G. JAMES

CHAIRMAN.



### APPENDIX III

#### PRESENT AND FUTURE NEIGHBOURHOOD POPULATIONS AND GROSS DENSITIES IN CAMBRIDGE (REVISION OF TABLE 14 IN THE CONSULTANTS' REPORT).

##### Gross Population Density.

This is defined as the number of persons living in a predominantly residential area divided by the gross area of the land in acres.

The gross area of the land includes:-

- (i) The sites and curtilages of houses and other residential buildings.
- (ii) Small public or private open spaces included in the layout.
- (iii) The sites and curtilages of primary schools, local shops, offices and business premises, cinemas, public houses, local service industries and workshops, churches and public buildings.
- (iv) Open spaces.
- (v) Half the width of any street on which the above mentioned lands abut.

It is difficult in the case of Cambridge to define areas of gross population density which follow strictly the definition quoted, chiefly owing to the difficulty of deciding whether all categories of open space, wherever situated, should be included in the gross area. It has been decided, therefore, that where such open spaces are sited adjacent to, but outside the limit of urban development, they shall be excluded, but where they exist wholly within the developed area, they shall be included.

##### Existing Gross Density Areas (Land Use Survey).

The Land Use Survey was carried out in 1949, but the population figures used are derived from the Sample Population Survey of 1948. Where further development had taken place between 1948 and 1949 the additional population has been estimated and accounts for the difference between the Consultants' figures and those in Table I.

The family populations for each sector were obtained from a 10 per cent sample count and are, therefore, liable to a sampling error.

Institutional and student populations for each sector were obtained by direct inquiry and are accurate; they have, however, been rounded off to the nearest 10. The sector figures have likewise been rounded off to the nearest 50, involving small adjustments (of not more than  $\pm 20$ ) to the mean of the sector total of family population.

Although the Town Map area is different from that of the Borough, the number of dwellings included in certain sectors by reason of this difference is so small that no adjustment has been made for them, especially as the sector totals themselves are mean figures within a prescribed range of error.

The 1949 gross densities are given in Table I.

#### Future Gross Density Areas (Town Map).

The population figures used for the Town Map gross density areas are based on estimates of changes in each sector. They are considered in two parts:-

- (a) Changes in residential population due to re-development or to the building of new housing estates.
- (b) Changes in institutional and student populations.

#### a) Changes in Residential Population.

Where a housing layout has already been agreed, the residential population has been calculated from the number of houses or flats to be built, assuming an occupancy rate of 3.6 persons per unit. It is known that the present occupancy rate on council estates is probably in the region of 4 persons per house, but over the 20 year period some reduction must be allowed for. A mean of 3.6 has been taken between the figures of 4 for new council estates and about 3.2 for old-established residential areas.

Where no layout has been agreed, the future population has been calculated on the basis of net residential density, the density chosen varying according to whether development is private or Local Authority. It should be noted that in the case



of the Arbury Road area a density of 40 persons per acre has been assumed. If this figure is reduced to 30 persons per acre it would involve a reduction in the total population of this area of about 2,500.

No allowance has been made anywhere for infilling of small plots.

No reduction in occupancy rates is allowed for except as noted above, since the existing rates are low.

Details of the calculations for each Sector are available if required.

b) Changes in Institutional and Student Population.

Institutional populations are assumed to remain the same numerically. The only change allowed for is due to the transfer of Addenbrooke's Hospital from Sector 2 to a new site in Sector 10.

Sector 2    -550  
Sector 10   +550

An overall increase of 1,000 students over the 1949 figure has been assumed. The change in the distribution of student population in various Sectors is considered reasonable in the light of known proposals. It is, however, only an estimate.

Details of the calculations for each Sector are available if required.

The estimated totals for the 1972 population in each Sector are given in Table I.

TABLE I  
1949 AND 1972 NEIGHBOURHOOD  
POPULATION AND GROSS DENSITIES

Sector no.	Residential Area no.		Population			Gross Area	Gross Density p.p.a.
			Family	Instns. and Students	Total		
1	City Centre	1949	710	190	900	-	-
		1972	710	340	1,050	-	-
2	1	1949	1,190	2,610	3,800	169.2	22.4
		1972	1,180	2,510	3,700	174.0	21.3
3	2	1949	4,500	1,600	6,100	211.6	28.9
		1972	4,000	1,750	5,750	213.2	27.0
4	3	1949	13,850	500	14,350	292.2	49.1
		1972	10,750	250	11,000	252.6	43.5
5	4	1949	5,650	450	6,100	175.7	34.8
		1972	5,650	350	6,000	172.5	34.8
* 6	5	1949	7,970	130	8,100	336.2	24.1
		1972	14,920	80	15,000	667.3	22.4
7	6	1949	10,010	240	10,250	370.8	27.6
		1972	11,480	120	11,600	474.6	24.4
8	7	1949	4,190	10	4,200	269.0	15.6
		1972	6,140	10	6,150	409.8	15.0
9	8	1949	9,120	30	9,150	249.3	36.8
		1972	9,150	-	9,150	258.4	35.4
10	9	1949	10,720	730	11,450	702.7	16.3
		1972	15,320	1,280	16,600	963.5	17.2

\* In the case of Sector 6 (Arbury Road Area), it is estimated that 100 acres will be developed beyond 1972. The total for this area when developed would, therefore, be increased by about 3,000.



TABLE I  
(CONTINUED)

Sector no.	Residen- tial Area no.		Population			Gross Area	Gross Density p.p.a.
			Family	Instns. and Students	Total		
11	10	1949	1,140	160	1,300	88.0	14.8
		1972	1,140	110	1,250	99.9	12.5
12	11	1949	2,290	660	2,950	382.5	7.7
		1972	2,790	1,110	3,900	415.9	9.4
13	12	1949	3,200	200	3,400	225.1	15.1
		1972	4,400	600	5,000	325.5	15.4
14a	13	1949	1,280	420	1,700	241.2	7.1
		1972	1,480	420	1,900	310.7	6.1
14b	14	1949	2,590	10	2,600	160.0	16.2
		1972	2,440	10	2,450	181.1	13.5
15	15	1949	2,090	10	2,100	134.8	15.6
		1972	3,490	10	3,500	213.4	16.4
Totals		1949	80,500	7,950	88,450	-	-
		1972	98,050	8,950	104,000	-	-

Note.

The densities shown in this Table are not comparable with those in Table 14 of the Consultants' Report, which are based on the overall area of each Sector.

#### APPENDIX IV

##### CENTRAL AREA TRAFFIC CENSUS.

An Origin and Destination Census was carried out on the 17th, 18th and 19th May, 1951, to provide further information on the problem of central area congestion. Earlier studies had shown that, although there is very little long distance through traffic (i.e., traffic passing right through the town) which enters the central area, there is a considerable volume of internal, or what we have come to call "local through" traffic, which has business in the City, but which passes through the centre to points beyond it.

The Census was, therefore, designed mainly with the object of assessing:-

- (i) The amount of traffic now using the central area which passes through without stopping and might be diverted if alternative routes were available.
- (ii) The period for which stopping vehicles are parked in the central area (within the limits of the survey).

The census points covered all roads by which traffic could enter or leave an area extending roughly from Magdalene Bridge to just south of Downing Street and from Silver Street Bridge to Drummer Street and King Street. Counts were made over a period of three hours, between 1.30 p.m. and 4.30 p.m. on each of the three days.

The census showed that about 40 per cent on Thursday and 30 per cent on Friday and Saturday of all the traffic entering the central area passes through without stopping. The actual numbers of non-stopping vehicles do not vary greatly over the three days, but, as would be expected, the total traffic is considerably heavier on the two shopping days.

Of the stopping vehicles, a very large proportion are parked only for quite a short period. In fact, about half the total stopping traffic remains in the centre for less than one hour.

A summary of the results of the census is shown in the attached table.

A full report of the Census is available at the Offices of the Planning Department.



ORIGIN AND DESTINATION CENSUS, 1951.

Proportions of "Non-Stopping Through" and Stopping Through Traffic  
on each day - Average vehicles per hour passing all Census Points.

Class of Traffic	Thursday		Friday		Saturday	
	V.P.H.	%	V.P.H.	%	V.P.H.	%
<u>Inbound.</u>						
Non-Stopping through	417	39.1	406	30.6	405	31.3
Stopping through:-						
Stopping less than $\frac{1}{2}$ hr.	238	22.3	344	25.9	299	23.1
Stopping $\frac{1}{2}$ to 1 hr.	75	7.0	132	9.9	115	8.9
Stopping 1 to $1\frac{1}{2}$ hrs.	50	4.7	59	4.4	79	6.1
Stopping $1\frac{1}{2}$ to 2 hrs.	21	2.0	55	4.1	49	3.8
Stopping over 2 hrs. or terminating	265	24.9	332	25.0	346	26.8
Total Inbound	1065	100.0	1328	100.0	1293	100.0
<u>Outbound.</u>						
Non-Stopping through	417	40.1	406	33.8	405	34.4
Stopping through:-						
Stopping less than $\frac{1}{2}$ hr.	238	22.9	344	28.7	299	25.4
Stopping $\frac{1}{2}$ to 1 hr.	75	7.2	132	11.0	115	9.8
Stopping 1 to $1\frac{1}{2}$ hrs.	50	4.8	59	4.9	79	6.7
Stopping $1\frac{1}{2}$ to 2 hrs.	21	2.0	55	4.6	49	4.2
Stopping over 2 hrs. or originating	238	22.9	204	17.0	230	19.5
Total Outbound	1039	100.0	1199	100.0	1177	100.0

NOTE: Figures relate to motor vehicles only.

#### APPENDIX V

##### DEVIATIONS FROM TABLE 1 OF THE CONSULTANTS' REPORT.

East Cambridge By-pass, Coldham's Lane to Newmarket Road, is programmed in the second period (6-20 years) and not in the first five years.

The carriageway entrances to the Backs are omitted.

The access road from the Nuclear Research site to the Backs is omitted.

The widening of Sidgwick Avenue is omitted.

The new route from Newmarket Road to Mill Road is programmed beyond the 20 year period of the Plan.

The Railway Station subway is programmed in the second period (6-20 years) and not in the first five years.

The Spine Relief Road is programmed in the second period (6-20 years).

The new route from Sidgwick Avenue to Downing Street via Mill Lane is omitted and improvements to Silver Street, including the bridge, are included in lieu.



